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Hongkong Sunday Herald.

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HONG KONG, SUNDAY, MAY 18, 1930.

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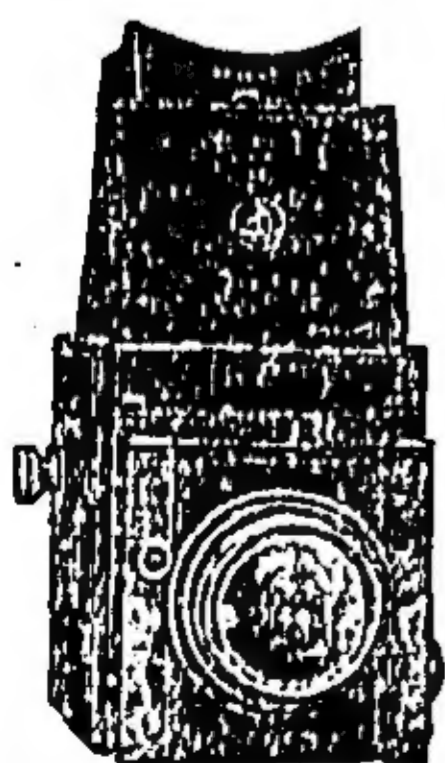
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LAST RACE RUN IN DARKNESS.

Shanghai Beau Spills the Beans.

ZORHAN AGAIN!

Mr. H. C. Lee's Nasty Fall.

Yesterday's racing at the Fifth Extra Meeting at Happy Valley was perhaps hardly up to the high standard set at previous meetings this season. One or two of the events, notably those in which Zorhan and Royal Flush were entered, were conceded beforehand to be practical "certs." Zorhan won in effortless style, but Windsor Stag gave supporters of Royal Flush a severe scare for a few moments, until Mr. Heard's jockeyship told its inevitable tale.

But what was most irritating was the long periods of waiting between the races, so that the last event was practically a farce, of little interest to the public, and of even less, one imagines, to the jockeys, who took a distinct risk in riding in almost total darkness. Osiris, the favourite, was the winner, but very few people on the course could have seen anything of the race, and only those near the winning post could have known anything about the finishing order.

EXCITING NOVICES' RACE.

Mr. H. C. Lee had a very nasty shaking in the ninth race, and had to be carried back to the jockeys' room. It was learned that he was not seriously hurt, but he was feeling the effects of his heavy fall.

The Pineapple Plate, for Novices, provided an excellent race, and the best finish of the day. Mr. A. W. da Roza piloting home Young Pretender in far from novitiate style. Mr. S. Y. Liang, on Winsome Stag, gave him a very good run, whilst Mr. Stewart, on San Francisco, nearly sprung a big surprise with a remarkable burst at the finish, on the outside. Mr. Roza's riding gave Young Pretender's backers a handsome dividend of \$62.20. This was eclipsed later, in the penultimate event, the Customs Handicap "D" Class. In this race, that popular rider and sportsman, Mr. B. A. Proulx, romped home on Shanghai Beau to pay his delighted backers \$94.30. This was a very well-received win, and put everyone in a good humour, which was just as well, in view of the next, and final event, when it seemed as if the field would get away somewhere about midnight.

Sweet Dividends!

Incidentally, in this ninth race Shanghai Beau paid \$44.20 for a place, Peter Guernsey, who ran second, paid \$23.90, and our old friend Snafell, who seems to be the logical successor to Done Again, secured third place to pay a sweet little \$44.60. So everyone was happy! Another good dividend was that of Baby Face, who emerged from the gloom in second place in the last race to pay his backers \$32.70.

Carnival Eve Off Colour.

Carnival Eve did not seem to be quite in his usual form in the Lead Mine Handicap "A" Class, and Mr. Bulteel piloted a much-improved pony in Nationalist II to victory, stalling off a determined challenge by Christmas Chimes. The Eve was a poor third, and the lightly-weighted Pickle was run out long before the end.

O'Moon broke a losing streak to win the second race, whilst Mr. Stanton rode a pretty race on Mike to account for the Lead Mine Handicap "B" Class.

Amongst the Riders.

Mr. Frost had two winners, a second and a third, and Mr. Harriman two wins and a second, as did Mr. "Johnny" Heard. But something ought to be done about these long waits!

THE RESULTS.

Full result, pari-mutuel figures etc., were as follows:—

1.—Customs Handicap: "A" Class.—Once Round (About 7 Furlongs, 55 Yards).—For China Ponies. Top weight not to exceed 160 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100. Chan Tin Sion's Zorhan 166 lbs. (Mr. Frost) 1 Mackie & Grayburn's Piccallilli 144 lbs. (Mr. Harriman) 2 Eve's New Year's Eve 155 lbs. (Mr. Beldy) 3 Won by 4 lengths; many lengths.

Time: 1 min. 49.3/5 secs. Pari-mutuel, winner \$6.00; places, 1st 5.80.

	Winner	Places
Zorhan	733	394
Piccallilli	188	99
New Year's Eve	60	20

Zorhan, as confidently expected, won the race with consummate ease. Piccallilli went out, as usual, to force the pace, but Mr. Frost always had his pony well in hand, and came through in the straight to win with ease. New Year's Eve was never in the picture. Zorhan won in precise time the same way as its last time out, and was only 1 second outside record, after starting fairly slowly.

2.—Customs Handicap: "B" Class.—Once Round (About 7 Furlongs, 55 Yards).—For China Ponies. Top weight not to exceed 160 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100. Parkson Chan's O-Moon 166 lbs. (Mr. Frost) 1 Ip Kui Ying's Imperial Hall 143 lbs. (Mr. Ip Kui Ying) 2 Wong Kam Fuk's Silver Queen 158 lbs. (Mr. G. U. da Roza) 3 Retau's Orlando 155 lbs. (Mr. Soares) 4 Yam Man's Blue Boy 146 lbs. (Mr. Y. M. Loo) 0 Yam Man's Blue Heaven 153 lbs. (Mr. A. W. da Roza) 0 W. T. Stanton's Christmas Frolic 157 lbs. (Mr. Stanton) 0 Dyer's Four Clubs 166 lbs. (Mr. Bulteel) 0 Harbot's Gay Caballero 143 lbs. (Mr. Harriman) 0 Roda's Good and Hot 167 lbs. (Mr. Charles) 0 Won by two lengths; three lengths.

Time: 1 min. 52.1/5 secs. Pari-mutuel, winner \$29.80; places, 1st \$11.00; 2nd \$16.00; 3rd \$10.20.

	Winner	Places
Four Clubs	527	806
Silver Queen	340	574
O-Moon	276	434
Christmas Frolic	247	758
Orlando	222	316
Imperial Hall	109	278
Gay Caballero	64	114
Blue Heaven	25	116
Good & Hot	10	28
Blue Boy	4	10

Good and Hot was very fractious at the start. Orlando and O'Moon were left, but coming up to the Rock both came up to the front. Orlando took the lead coming into the straight, fighting it out with Silver Queen. However, O'Moon came up in the final rush, attended by Imperial Hall, and Orlando dropped back, well beaten. Silver Queen ran into third place, and Orlando, who ran very gamely, had to be content with fourth. Four Clubs once again disappointed, and nothing was seen of Christmas Frolic, who had many supporters.

3.—Customs Handicap: "C" Class.—Once Round (About 7 Furlongs, 55 Yards).—For China Ponies. Top weight not to exceed 160 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100. McCartney & Wilson's King's Counsel 164 lbs. (Mr. Harriman) 1 Tonaarb's Huntington 146 lbs. (Mr. Backhouse) 2 Mrs. R. M. Austin's Armony 166 lbs. (Mr. Bulteel) 3 John Peel's Done Again 154 lbs. (Mr. Heard) 4 (Continued on Page 4.)

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS

Cash sweeps at the Jockey Club's fifth extra race meeting held yesterday resulted as follows:—

Race 1.
No. 307 \$1,475.60
" 431 421.60
" 98 210.80
Race 2.
No. 643 \$1,689.80
" 150 482.80
" 478 241.40
Unplaced runners (\$50 each).
Nos. 11, 424, 402, 550, 197, 604, 468.

Race 3.
No. 350 \$1,757.00
" 273 502.00
" 467 251.00
Unplaced runners (\$50 each).
Nos. 592, 781, 6, 355, 98, 662, 100, 648, 140, 736, 555, 505, 217, 13, 815.

Race 4.
No. 217 \$4,116.00
" 202 1,176.00
" 713 588.00

Race 5.
No. 378 \$2,317.00
" 108 662.00
" 430 331.00
Unplaced runners (\$50 each).
Nos. 264, 119, 716, 237, 806.

Race 6.
No. 567 \$2,188.20
" 334 625.20
" 686 312.60
Unplaced runners (\$50 each).
Nos. 422, 74, 669.

Race 7.
No. 495 \$2,100.00
" 476 600.00
" 544 300.00
Unplaced runners (\$50 each).
Nos. 584, 338, 296, 621, 810, 212.

Race 8.
No. 286 \$2,122.00
" 532 632.00
" 139 316.00
Unplaced runners (\$50 each).
Nos. 710, 61.

Race 9.
No. 141 \$1,877.40
" 561 536.40
" 310 268.20
Unplaced runners (\$50 each).
Nos. 234, 513, 685, 706, 484, 711, 708, 336, 818, 466, 509, 21, 269, 226, 480, 9, 392.

Race 10.
No. 250 \$1,974.00
" 755 564.00
" 284 282.00
Unplaced runners (\$50 each).
Nos. 646, 370, 342, 514, 361, 657, 816, 195, 336, 7, 127, 68, 149, 530.

REBUFF TO MALAYA.

Kuomintang Allowed in Dutch Indies.

OFFICIAL RECOGNITION.

Canton, Yesterday.

Report reaching the Ministry of Foreign Affairs from Mr. Chang Ming, the Consul-General at Java, states that the Kuomintang Party Affairs can now be officially carried on in the Dutch East Indies. All text-books published by the Kuomintang Party Headquarters are allowed to be imported.

Annam Pact.

After receiving instructions from his Government, the French Minister, Count Martel, proceeded to Nanking on May 14 and will sign the Annam Pact with Dr. C. T. Wang on May 16. The Pact includes recognition of the establishment of two Chinese Consulates in Saigon and Hanoi.

SHOLAPUR RIOTS.

Sequel to Burning of Head Constable.

COURT MARTIAL SENTENCES.

Sholapur, Yesterday.

A Court Martial has sentenced Jaji, the President of the Sholapur Committee, to seven years' rigorous imprisonment and a fine of 2,000 rupees; Jadhav, Secretary of the Sholapur Congress, to ten years' rigorous imprisonment and a fine of 3,000 rupees; and Maneek Chand, President of the Municipal Council, to six months and a fine of 10,000 rupees.

FATE OF WEL-HAI-WEI.

Nanking, Thursday.

The Ministry of Foreign Affairs has appointed Mr. Hsu Tiao-chi as Special Officer for the taking over of the British Concession of Wel-hai-wei into a special municipality and it is intimated that the matter will soon be brought up for discussion.

CIVIL WAR IN CHINA.

Three "Loyal" Divisions Declare Against Nanking

FIERCE BATTLE.

Shanghai, Last Night.

No decisive victory has been gained by either side in the fierce battle now being waged between the Nanking troops and the Shansi-Kuomintang Allied forces in the direction of the Lueghai Railway. While the main part of the Nanking invaders are taking a firm hold on the railway station outside the city of Kweih, and are still exchanging shots with the Kuomintang defenders within the walled city, another advancing column of Nanking troops is forming a wedge towards Ningling, a point to the North-west of Kweih. Those anti-Nanking troops who are meeting the front attack of the Nanking troops are under the direction of General Wan Suen-sai. Meanwhile, for the purpose of cutting their enemy's rear, a Kuomintang force under General Sih Yu-san is attacking the Nanking defence line at Yuchang and Tangshan.

More Nanking Enemies.

Although their defensive actions have been rather severe, they have not, so far, made such success.

The situation in the Ping-Han Railway zone (southern Honan section) is developing to a new phase, as previously predicted.

The so-called Nanking forces (under General Wang Chin-yao) numbering about three divisions, have declared against Nanking and announced their support of Marshal Yen Hsi-shan and Feng Yu-shiang. They also express their desire to have their ex-Master, Sun Chuen-feng, to return to be their leader.

Judging from this state of affairs, it appears that Sun Chuen-feng's effort to buy them over has been fruitful. Hence, Sun Chuen-feng is establishing his headquarters at Chengchow (in central Honan) and takes up office as Commissioner of Pacification.

As a consequence, the loyal Nanking troops, under General Chiang Tin-wen, who station in Southern Honan, are retreating towards the south.

A Stormy Petrel.

In the midst of the much confused warring situation, another eminent figure is also re-appearing after a comparatively short period of retirement. This is no other than General Tang Seng-chi, who is regarded as a stormy petrel.

During the second Feng-Chiang war last year, he directed Honan under Nanking orders, and subsequently after the supposed defeat of the Kuominchun he unexpectedly declared his support of the Leftists and the Ironsides, who were then invading Kwangtung in co-operation with the Kwangsi troops.

TIENTSIN CUSTOMS.

Drastic Action by Rebel Leader.

Canton, Yesterday.

Owing to the refusal of the Customs authorities of Tientsin to hand over the customs revenue, Yen Hsi-shan has decided to take drastic measures by establishing a customs house at the wharf in the former German Concession, in order to collect the duties himself.

GOLD EMBARGO.

Gold Bar Export Figures to End of April.

Shanghai, Yesterday.

With reference to the gold embargo, attention is drawn to the fact that the export of gold bars from Shanghai for the first four months of the year were: to America fifteen and a half million, and to Japan a quarter of a million worth in Hankuan taels.

SERGEANT ROBBED.

Military Quarters Visited by Thieves.

The Military quarters, Kennedy Road, received the uninvited attention of a burglar yesterday. He visited two places and in both cases he came out the richer by many dollars.

The first place visited was the flat occupied by Miss Hill, a teacher in the Garrison School, and when the thief came out, he took away with him two blankets valued at \$35.

A richer haul was waiting for him when he eventually found himself inside the flat occupied by Staff Sergeant Clarkson. Here he found a table electric fan and some jewellery, to the value of \$78.

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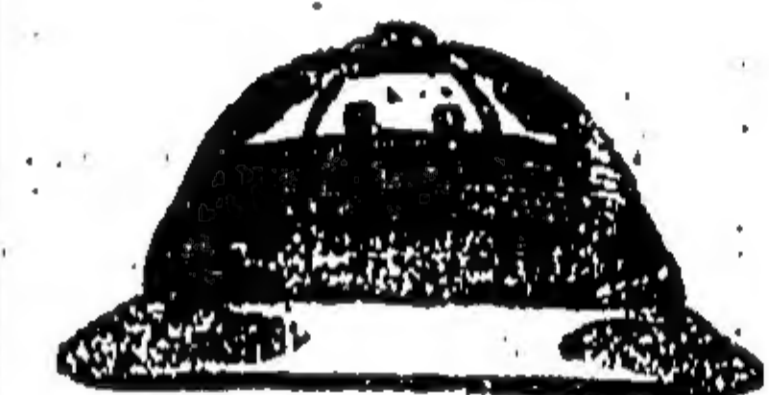
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EXCURSION TO MACAO.

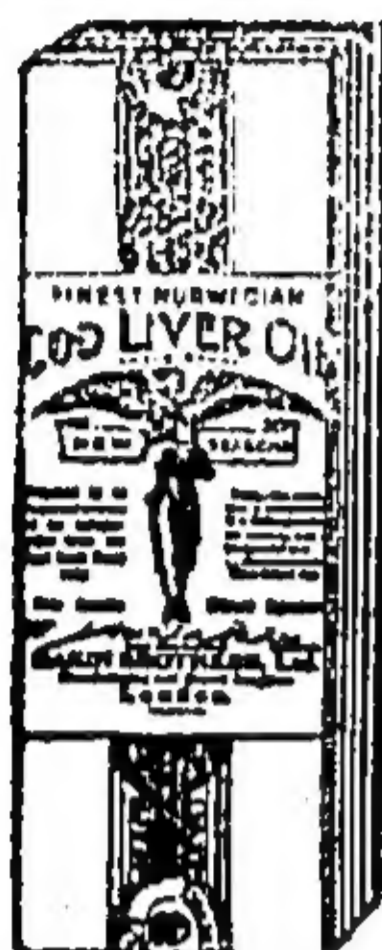
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AN AUSTRALIAN TRIO

APPRECIATION OF FEATS ACCOMPLISHED

Three players who have had no small part in the successes of the Australian touring side are W. M. Woodfull, Don Bradman and C. V. Grimmett. For their distinguished prowess in the cricket field we wish to write a short appreciation of the players individually.

W. M. WOODFULL
(Victoria)

Captain of the Australian touring side, Woodfull is Australia's Sutcliffe and never admits defeat. He is a dour fighter with the bat, but this season he has shown signs of greater aggression which were not visible in the last series of test matches—possibly because his side were so often in a poor position.

He has joined J. Darling, J. B. Hobbs, W. Armstrong, C. G. Macartney, and H. Sutcliffe as a maker of three centuries in one test season, and he carried his bat for 30 in Australia's total of 66 at Brisbane. The only others who have remained not out throughout a completed innings are J. E. Barrett and W. Bardeley (Australia) and R. Abel (England).

In ten innings in the recent test matches, once not out, he scored 491 runs (average 54), but his scoring rate was only 21 an hour. Since he began his test career in 1926, Woodfull has scored 797 runs against England (average 53).

The visiting skipper is nicknamed "The Unbreakable." From 1926 till the end of the 1928-9 season Woodfull never had his wicket touched. How many thousands of balls he must have received in that time one can only guess—express stuff, the googlies of Grimmett and Freeman, balls that "did something" which surprised even the bowler, and an occasional shooter. Remember that not a single straight ball eluded his bat, and you have some idea of the amazing, almost uncanny, co-ordination of eye, brain, and muscle that have made Woodfull a cricketer in a million.

He is the son of a clergyman; he neither drinks nor smokes; in 31 years of age, and will make a safe and popular captain. The bowler never lived who could frighten him; in no crisis has his nerve ever been shaken. A great cricketer and a great and gallant sportsman is William Maldon Woodfull.

Woodfull has already, in the course of four matches claimed two centuries. Against Worcestershire he scored 133 and against the powerful attack of Yorkshire he made 121. He is certainly running into form early this season, and once given the opportunity he can remain at the wicket for a whole day.

DON BRADMAN.
(New South Wales.)

Although the strokes of Don Bradman have not quite the natural grace of those of his partner in youth—Jackson, his skill is not less. Bradman is a wonderful batsman for a crisis. No matter how forlorn the hope, this 21-year-old cricketer does not allow the state of the game to affect his play, but bats with the cool soundness of a veteran.

Bradman is the most amazing scorer on Australian wickets since the rise of Pontford. The regularity and effortless dash with which he smashed even Pontford's records have led some good judges to declare that he is going to be the world's greatest batsman. He beat Pontford's record of 437 with a hurricane innings of 452 not out against Queensland, scored in six hours. He hit up 340 against Victoria; and last season he had the record aggregate of 1,690 and an average of 148 runs per innings.

The England bowlers already know him well. He began with 87 and 132 not out for New South Wales against the M.C.C., and scored two brilliant centuries in the Tests against the cream of England's bowling. His style is not academic. But he has the eye of an eagle, and wrists of steel and possesses a wide range of strokes. The fact that the best of his strokes are the drive and the pull gives the key to his style. Standing in good position at the wicket, Bradman grips the bat handle high, like one whose policy is to bring the full blade hard against the ball. Being quick on his feet, he will not allow bowlers to tie him down to defence. Strongly built, he is a speedy fieldman and picks up with certainty. He throws well from the outfield.

Add that he bowls slow leg breaks—not particularly well—and fields in the country like Patsy Hendren, and you have one of the outstanding cricketers of modern times.

In the first match of the Australian tour, Bradman scored 236 against Worcestershire in his delightfully free style. Against

Leicestershire he scored 185 not out, and would in all probability have reached the double century had not rain interfered. He took a well earned rest during the Essex match and then came back fresh to take 78 from the Yorkshire attack. England would well be advised to set a price on his head.

C. V. GRIMMETT.
(South Australia)

Grimmett has no rival as a slow bowler in Australia, though his twenty-three wickets in the last series of tests were costly—44 runs each. One reason was that he was called upon to bowl too much, but those who saw him in action against England's best batsmen, particularly in the case of Jardine, could understand his captain's disinclination to take him off.

At first sight Grimmett's low delivery and unmistakable change of action when he bowls the googly do not impress, but his length is so accurate and his top-spinning ball is a good one. His length is the most remarkable thing about

PICTORIAL GOLF INSTRUCTION

BY
H. B. MARTIN

WILLIE PARK WHO WAS CONSIDERED THE WORLD'S BEST PUTTER IN HIS DAY



PUTTING THE RIGHT FOOT FOR DISTANCE.

"The man who can putt is a match for anyone." These were the words of Willie Park one of the famous golfers of all time. Willie won the British Open years ago and his father won it before him. He won most of his matches on the putting green and always insisted that this was the place where championships were won and lost.

The greens were rather rough in Park's day and the approach putt was of considerable importance; for example, he putted off his right foot thereby obtaining something of a drag in the roll of the ball. This is not such a bad idea nowadays for long putts where control is necessary, but for short putts it is better to putt off of the left leg. Park used all of the fingers on the right hand for this shot.

(Copyright 1929 By The Bell Syndicate, Inc.)

his googly bowling, and the skill with which he disguises the ball that comes back a bit from the off with a leg-break action or goes straight through, his to command.

It was not till the Fifth Test in 1925 that he was really recognised as a top notch bowler, and in that match he took 11 wickets for 7 runs apiece. Hobbs said after the game that never again would Grimmett have England's best batsman guessing quite so badly, and he was right to a certain extent. Yorkshire, with Sutcliffe, Holmes, Leyland and Oldroyd in addition to other batsmen of more than average ability, were overcome by Grimmett's irresistible attack. What a triumph—10 Yorkshire wickets for 37 runs! Then 7-46 against Leicestershire and six Lancashire wickets for 57 runs. These feats point out that Grimmett, though getting on in years, is by no means a back number.

He works tremendously hard, and the way he bowls hour after hour and all the time keeping the great batsmen on the defensive is worthy of all praise. If there is one fault that can be found with Grimmett, it is that he keeps the batsmen too much on the defensive. More accurate and less expensive than A. A. Malley, he tempts batsmen into fewer mistakes, and for this reason is not quite so deadly.

His first class figures last year were seventy-one wickets at 54

A CRICKET CONTROVERSY.

Should A Professional Captain England?

[By "Second Slip."]

It was only recently that I came into an argument on the qualifications of an England captain. The gentleman with whom I was conversing, maintained that a Test Match skipper should be chosen on merits alone. In this respect I agree with him, but I do not agree with his statement that a professional, with the experience of six days' continual cricket to his advantage, should lead an England XI into the field against the Australians, South Africans or Western Indians.

People who say that there are no amateurs playing first class cricket to-day who are worthy of inclusion in a Test side are under false delusion. On merits alone, R. E. S. Wyatt, the Warwickshire all-rounder, K. S. Duleepsinhji, the Sussex Idol, and I. A. R. Peebles, who is still at the 'Varsity are all worthy aspirants for the highest honours obtainable in the cricketing world.

On the mention of Duleepsinhji and Peebles, my friend at once said that they were too inexperienced to lead an England side, but he allowed the claims of Wyatt to go unchecked, though he said that the professional cricketer, who has made a life long study of the game, should be possessed of that honour.

The only opportunity, I think I am right in saying, for a professional to captain a first class side is in the Gentlemen v. Players matches which are played three times a season. An amateur is chosen to lead all first class counties, and, therefore, in my opinion, should have had enough experience and knowledge of the finer points of cricket to guarantee reliable leadership. Furthermore, when elected captain of a county, a man must play regularly for that county, which rather rules out the question of duration in the field.

England has always been led by an amateur, except in one isolated instance when Jack Hobbs led a Test team into the field during the absence of A. P. F. Chapman. The professionals advocate the selection of an amateur for this responsible position. So long as there is no contention between the professional and the amateur cricketer over the question of the captaincy, the standing rule, that an amateur must hold the position, should remain the same.

It is a known fact that captains of the past, Chapman in particular, have received helpful advice from professional players. How often the advice is taken, I am not in a position to say, but two or three heads are always better than one, which might be the case if a professional were to take the responsibility.

Our argument did not come to anything at all—both of us holding our own opinions at the conclusion. But I maintain that cricket is won not merely by a man who has studied the game for a quarter of a century, but by a man who has enterprise, cricket ability, and the scheming mind of a tactician. Personality is a great thing in the captaincy of cricket. Chapman, for example, bubbled over with personality, and by his own remarkable keenness imbued some of that spirit into the other ten players. That is the man to captain England! Is there a professional who would be so successful and so universally liked as A. P. F. Chapman?

runs apiece, and 355 runs (average 22). In his test career he has captured forty-seven English wickets for 82 runs each. He is a first class fieldman, especially to his own bowling, and has often batted bravely in a crisis.

2 sturdy babies



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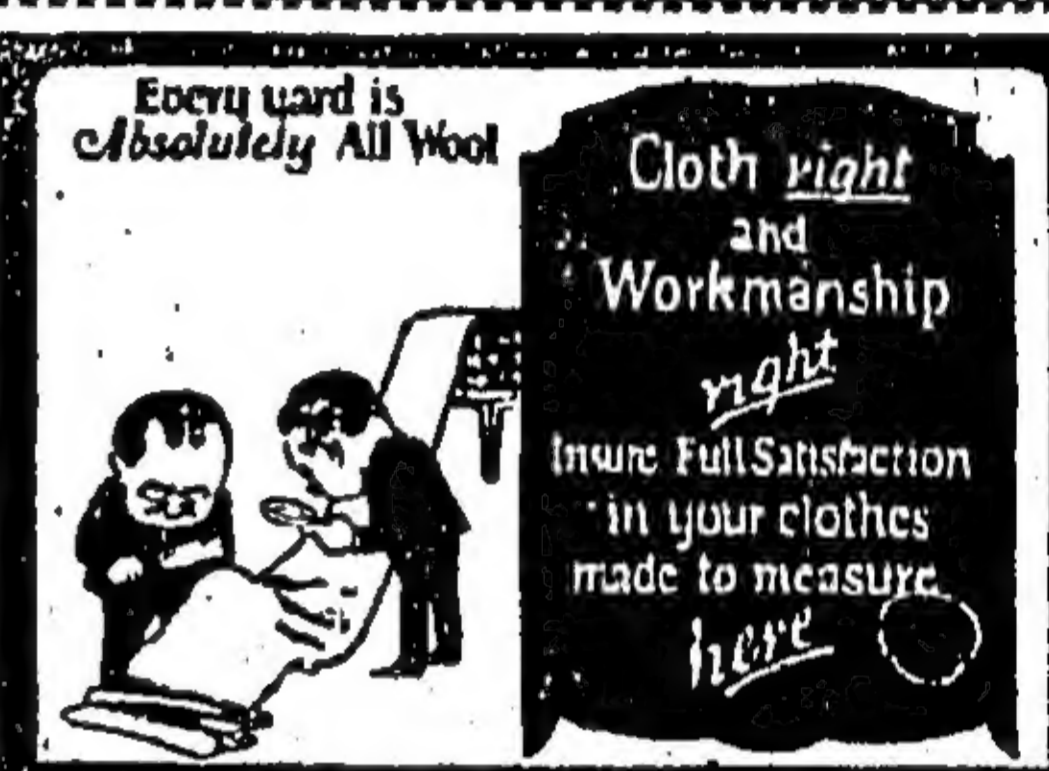
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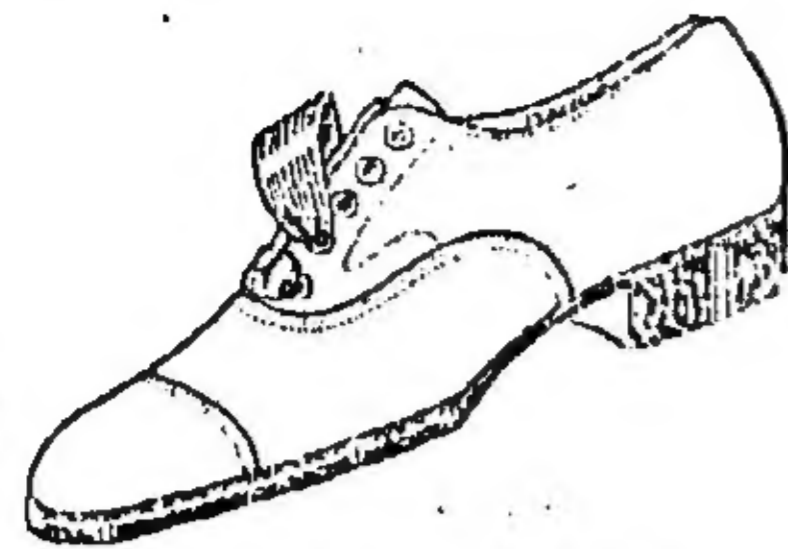
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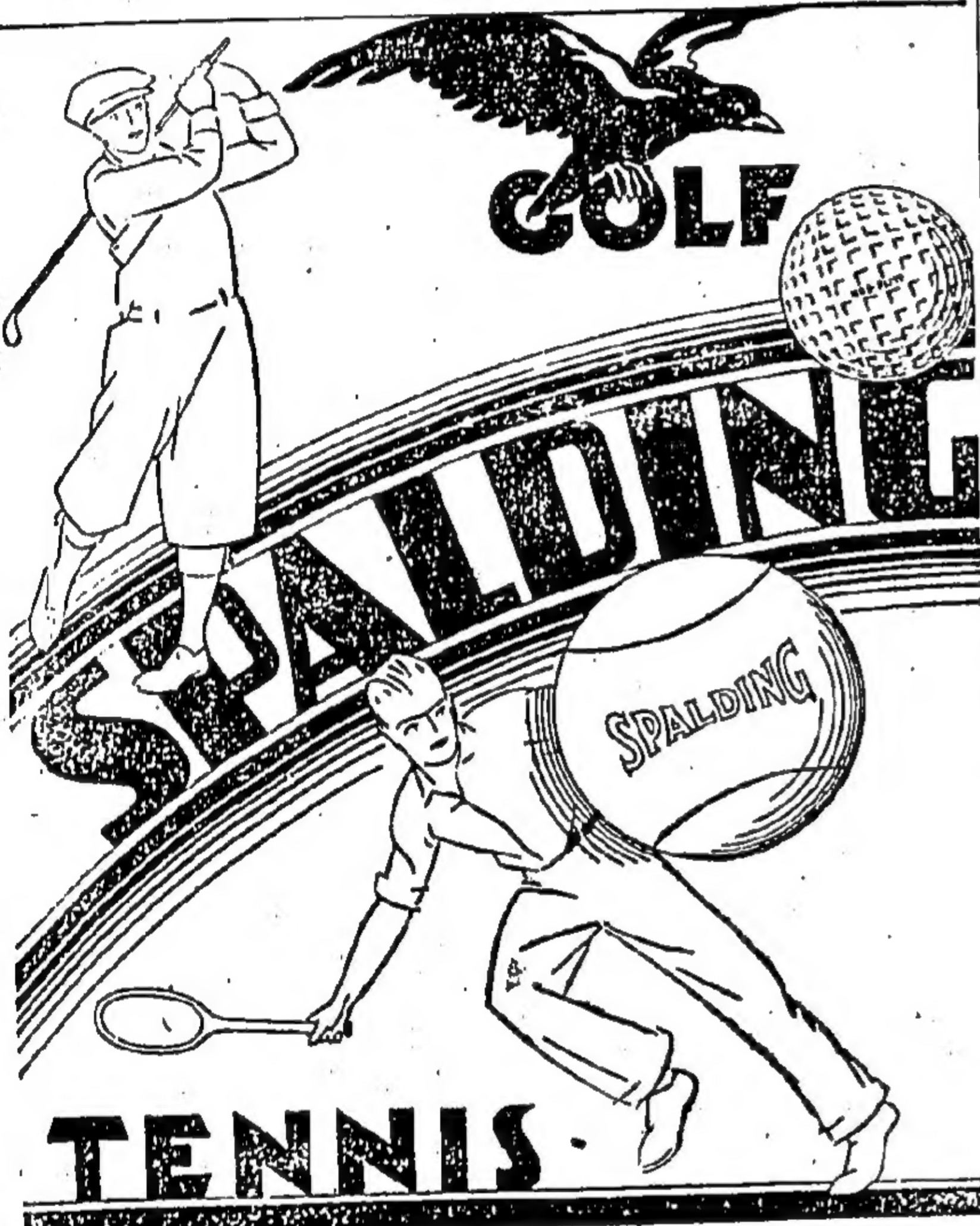


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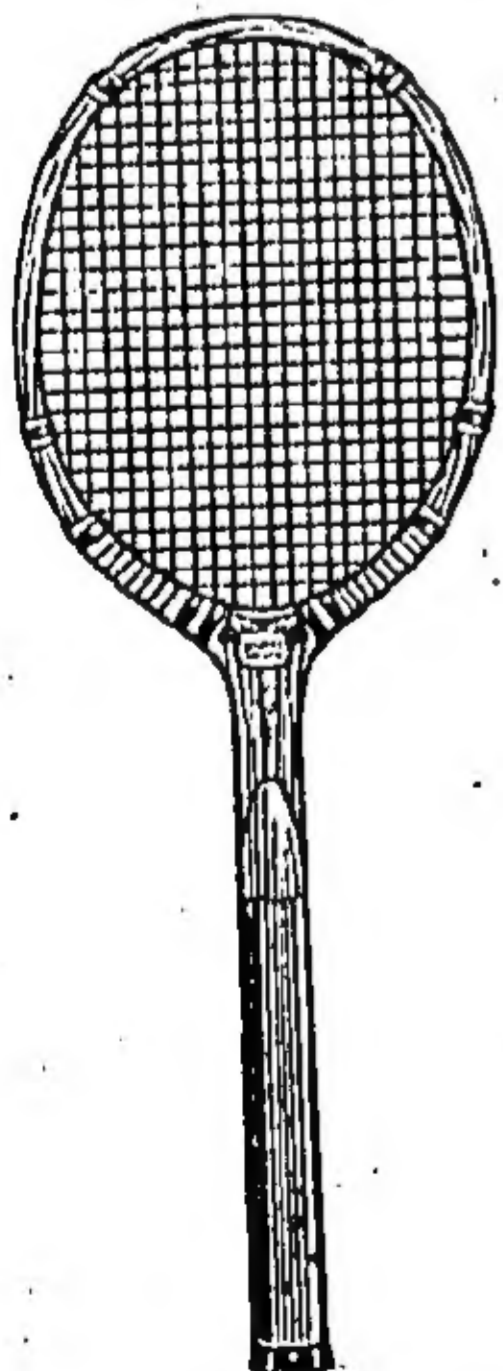


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LAWN BOWLS.

Defeat of the Champions.

THIRD "DOUBLE" FOR C.S.C.C.

Club de Recreio and Taikoo Draw.

One of the features of the Lawn Bowls League yesterday was the defeat of the Craigenower C.C. (champions) at the hands of the Kowloon B.G.C. in the First Division. Unless the C.C.C. subsequently show up to better advantage, the trophy may come to rest in the Civil Service C.C.

The C.S.C.C. secured another "double"—the third in succession, which may be a record for League bowls. Another record was the burning of three heads in one rink, which also saw West participate in the second lowest score for one rink—23 shots for both teams against 27 when West played against Lammert. K.C.C., a couple of years ago.

The Club de Recreio and the Taikoo R.C. played the first drawn match of the season. The Kowloon Dock R.C. gained their first victory at the expense of the Kowloon C.C.

In League II the Civil Service C.C. and the K.B.G.C. remain at the top of the table. The Club de Recreio and the Kowloon C.C. defeated the Taikoo R.C. and the Electric R.C., respectively.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.	P.	W.	D.	L.	Pts.
Civil Service C.C.	3	3	0	0	6
Craigenower C.C.	3	2	0	1	4
Kowloon B.G.C.	3	2	0	1	4
Taikoo R.C.	3	1	1	1	3
Club de Recreio	3	1	1	1	3
Kowloon D.R.C.	3	1	0	2	2
Kowloon C.C.	3	1	0	2	2
Police R.C.	3	0	0	3	0

Shots For and Against.

For	Against	Up	Down
Civil Service C.C.	109	142	43
Craigenower C.C.	176	159	23
Kowloon B.G.C.	176	176	0
Taikoo R.C.	190	169	30
Club de Recreio	194	165	29
Kowloon D.R.C.	171	175	0
Kowloon C.C.	177	198	0
Police R.C.	123	230	0

League I.

K.B.G.C. v. C.C.C.

On their own ground, the Kowloon B.G.C. defeated the Craigenower C.C. by four shots.

Kowloon B.G.C.	Craigenower C.C.
D. Muir	F. J. Neves
J. S. McIntosh	M. A. R. Sousa
E. W. L. Hobbin	W. Gill
A. M. Holland	B. Bradbury
(Skip).....15	(Skip).....16
R. S. Nichol	E. Tuck
H. H. Rose	A. E. Coutes
W. R. McTavish	E. el Arcuelli
(Skip).....26	(Skip).....19
H. P. Stoneham	W. T. Brightman
V. H. W. Chittenden	J. Cavanagh
H. Nish	C. S. Rossett
L. Guy	R. Hudson
(Skip).....18	(Skip).....20
69	55

CIVIL SERVICE v. P.R.C.

On their own ground, the Civil Service C.C. defeated the Police R.C. by 36 shots. Scores:—

Civil Service C.C.	Police R.C.
F. Jones	W. Dall
S. E. Alderman	McHardy
L. Holland	J. C. S. Fender
A. G. Brown	Hargreaves
C. E. Marquess	(Skip).....10
Jas. T. Dobbie	W. McLeod
L. E. Longbottom	Brittain
A. E. Murphy	R. Marks
G. Moss	(Skip).....15
(Skip).....13	(Skip).....15
E. W. Simmonds	N. Nolan
H. F. Westlake	G. Alexander
J. Hollidge	J. S. Dick
A. W. Grimmit	E. Post
(Skip).....34	(Skip).....8
75	39

RECREIO v. TAIKOO R.C.

At King's Park, the Club de Recreio drew with the Taikoo R.C. Scores:—

Recreio	Taikoo R.C.
H. A. Alves	J. Sloan, Sr.
L. Gutierrez	A. Sker
P. Yvanovich	E. Laing
C. E. Marquess	R. Wallace
(Skip).....22	(Skip).....14
E. L. Barros	J. C. Chalmers
A. V. Barros	J. C. Polson
C. A. Lopes	J. Russell
A. Ribeiro	W. Wolterspoon
(Skip).....15	(Skip).....31
A. S. Gomes	J. Chapman
L. C. R. Sousa	T. Grimes
C. G. Silva	G. McLeod
H. F. Lax	N. Drummond
(Skip).....20	(Skip).....18
63	63

K.C.C. v. KOWLOON DOCK.

On their own ground, the Kowloon C.C. lost to the Kowloon Dock R.C. by 20 shots. Scores:—

Kowloon C.C.	Kowloon Dock R.C.
H. Gittins	H. G. Cooper
C. J. Tachet	A. Sker
A. Hyde-Lay	W. Hedley
J. Fraser	R. Lapsley
(Skip).....10	(Skip).....84
A. G. Burford	F. C. Goodman
H. Howe	A. V. Ramsay
H. Petham	J. McKelvie
A. E. Blithstone	C. Atkinson
(Skip).....22	(Skip).....23
P. Goodwin	W. Greig
H. Overy	Coleman
L. C. Lynn	P. Cullen
L. F. Lammert	W. M. Johnston
(Skip).....20	(Skip).....21
58	78

Division II.

P.	W.	D.	L.	Pts.
Kowloon B.G.C.	3	3	0	6
Civil Service C.C.	3	3	0	6
Kowloon C.C.	3	2	0	4
Yacht Club	3	1	1	3
Club de Recreio	3	1	1	3
Craigenower C.C.	3	1	1	3
Taikoo R.C.	3	0	2	2
Electric R.C.	3	0	3	0

Shots For and Against.

For	Against	Up	Down
Kowloon B.G.C.	224	155	69
Civil Service C.C.	210	173	37
Kowloon C.C.	195	165	30
Yacht Club	125	124	2
Club de Recreio	173	177	0
Craigenower C.C.	173	201	0
Taikoo R.C.	109	140	0
Electric R.C.	136	210	0

League II.

C.C.C. v. K.B.G.C.

At Happy Valley, the Craigenower C.C. lost to the Kowloon B.G.C. by eight shots. Scores:—

Craigenower C.C.	Kowloon B.G.C.
W. McBride	G. J. Chambers
A. L. de Sousa	Canpbell
Y. Abbas	Ferguson
W. Collins	W. Drake
(Skip).....33	(Skip).....12
J. M. Ribeiro	E. Kern
F. C. Finer	L. West
E. Mowfung	R. Rapley
W. V. Field	G. E. Roylance
(Skip).....18	(Skip).....28
W. Ward	G. E. P. Thompson
J. Vander Lely	S. M. Fleger
R. C. Reed	W. A. Hale
J. Carr	A. W. E. Davidson
(Skip).....16	(Skip).....35
67	75

YACHT CLUB v. C.S.C.C.

At North Point, the Royal Hong Kong Yacht Club lost to the Civil Service C.C. by the narrowest possible margin of one shot.

Yacht Club	Civil Service C.C.
A. Stevenson	J. Willmott
L. S. Greenhill	W. Bickford
P. W. Ramsay	L. R. Whant
A. Macfarlane	R. T. Taylor
(Skip).....19	(Skip).....21
E. S. Abraham	L. E. Luck
A. Marchoe	R. R. Davies
F. W. Carpenter	W. E. Hollands
(Skip).....17	(Skip).....24
E. B. Reel	F. H. H. Holdman
T. Hamilton	R. R. Wood
B. E. Maughan	F. H. W. Deakin
A. Chapman	F. H. W. Haynes
(Skip).....20	(Skip).....18
62	63

TAIKOO R.C. v. RECREIO.

On their own ground, the Taikoo R.C. lost to the Club de Recreio by 31 shots. Scores:—

Taikoo R.C.	Recreio
W. Cunningham	R. A. Basto
W. Brown	J. M. Alves
S. Amery	F. X. Soares
J. J. Whyte	A. H. Basto
(Skip).....13	(Skip).....25
C. Summers	F. V. Ribeiro
T. Stalston	J. M. S. Rosario
W. Bell	E. M. Remedios
R. K. Duncan	F. X. Silva
(Skip).....13	(Skip).....23
J. Sloan, Jr.	M. Baptista
T. Swan	Remedios
G. H. Stewart	A. Roberts
D. Wainley	J. E. Ozerio
(Skip).....12	(Skip).....21
38	69

ELECTRIC R.C. v. K.C.C.

At North Point, the Electric R.C. lost to the Kowloon C.C. by 41 shots. Scores:—

Electric R.C.	Kowloon C.C.
W. Stoker	J. Smith
G. T. Padgett	J. B. Dinnes
F. F. Duckworth	T. W. Carr
H. Hatch	L. J. Blackburn
(Skip).....12	(Skip).....34
S. J. Clarke	O. B. Raven
D. S. Hall	P. E. Lawrence
J. F. Lunny	D. A. Purves
W. H. B. Muskett	J. M. Jack
(Skip).....12	(Skip).....25
A. Terback	W. Borrowman
E. Thompson	L. Jeaves
L. de Raine	W. W. Hirst
A. F. Paul	V. C. Labrum
(Skip).....14	(Skip).....20
89	79

BILLIARDS.

Steel-Coulson League Starts Next Friday.

MANY ENTRIES.

At a meeting recently held it was decided to commence the above League on Friday, May 23.

The following teams have entered and a keen competition is anticipated:—

Chief & P.O. Club, R.A. (Stonecutters) Sergts. Mess, R.A. (Hong Kong) Sergts. Mess, R.E. Sergts. Mess, Somersets Sergts. Mess, Garrison Sergts. Mess, Warders Mess, Hong Kong Police, and St. Patrick's Club, (Holders).

Prizes will be presented by Messrs. H. Ruttonjee & Son to each member of the winning team, as well as a prize for the highest break, and another for the competitor winning the most number of games throughout the tournament, these prizes being in addition to the Challenge Trophy presented by Steel-Coulson the well known Scottish Brewer.

The draw for the first games to be played on May 24 (home teams given first) is as follows:—

R.A. (Stonecutters) v. R.A. (Hong Kong)
Chief & P.O. Club v. Garrison Sergts. Mess
Hong Kong Police v. Warders
Somersets Sergts. Mess v. St. Patrick's Club.

GOLF BATTLE.

Historic Week Ends at Moor Park.

POOR DISPLAY OF PUTTING.

London, Yesterday.

The British and American golf battle front was transferred to Moor Park, Richmond, to-day, where a 36 hole skirmish between the respective match play champions, Diegel and Mitchell, for side stakes of £250, concluded an historic week. Diegel had two caddies, one for his clothes. He wore four pullovers, but by the sixth discarded three.

After winning the first Mitchell, with three putts, won the third, where Diegel squared, and won the fifth. Mitchell won the sixth and Diegel at the eighth turned one up and maintained the lead at the eighteenth, which he won for two up, having a lead of 76 and 77. Both gave a poor display of putting.—Reuter's American Service.

KOWLOON SUMMER CUP.

The following is the draw for the first round of the Summer Cup to be played at the Kowloon Club on Sunday, match play over 18 holes:

A. Tate (22) v. A. Eastman (12).	Section (22) v. W. J. Woolley (16).
J. S. Smith (24) v. A. Laughton (20).	H. T. Buxton (24) v. W. Borrowman (10).
T. Tait (10) v. G. H. Russell (10).	W. Orchard (18) v. G. D. Reid (21).
Pooler (15) v. H. G. Swinburne (20).	H. Mundy (14) v. Dr. Cogan (4).
E. O. Murphy (18).	

STARTING TIMES.

The Royal Hong Kong Golf Club notifies the following starting times for Sunday:—

9.15 a.m. K. S. Morrison, R. Young.	9.20 a.m. Comdr. Priestley, J. Stuart.
9.24 a.m. W. M. Pittendrigh, G. W. Reeve.	9.28 a.m. L. C. Parker, Rees, E. Newhouse.
9.32 a.m. N. K. Littlejohn, T. Lowe.	9.36 a.m. I. H. Gare, A. E. Lissaman.
9.40 a.m. A. Leach, D. Forbes.	9.44 a.m. Dr. Dovey, J. S. Dykes.
9.48 a.m. A. C. L. Bowker, C. Thomson.	9.52 a.m. V. R. Gordon, J. R. Hinton.
9.56 a.m. G. E. Ellams, C. B. Brown.	10.00 a.m. W. S. Shields, C. Mycock.
10.04 a.m. A. D. Humphreys, O. Eager.	10.08 a.m. ? Hutton, J. B. Lanyon.

CHINESE OLYMPIADS

Athletic Team Arrive on Taiyo Maru.

OFFICIAL RECEPTION.

Kobe, Yesterday.
The Chinese Olympic team arrived this evening on the Taiyo Maru. They will be accorded a reception at the Chinese Assembly Hall by local Chinese residents.—Reuter.

BUSINESS OPPORTUNITY.

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LAST RACE RUN IN DARKNESS.

(Continued from Page 1.)

Who's Amusement Tax	142
U Sz Wing's Billiards	145 lbs.
(Mr. A. W. da Roza)	0
Parkson Chan's Campbell	167
(Mr. Charles)	0
John's Duncie	149 lbs.
(Mr. Stanton)	0

Cheng & Ng's Glory	145 lbs.
(Mr. S. Y. Liang)	0
W. G. Fischer's Lightning	168
(Mr. Fischer)	0
Dyer & Belth's Loch Fyne	160
(Mr. Stewart)	0
D. L. Newbigging's Nookhall	162 lbs.
(Mr. Newbigging)	0

Keith Murray's Spica	160 lbs.
(Mr. Keith-Murray)	0
R. Vallarino's Sunning	154 lbs.
(Mr. Roldy)	0
Sturt & Lobel's Tango	160 lbs.
(Mr. McCartney)	0
Hau Un's The Partridge	145
(Mr. Y. M. Loo)	0
W. E. Shenton's The Pheasant	156 lbs.
(Mr. G. U. da Roza)	0

Belth & Heard's Abel	169 lbs.
(Mr. Frost)	0
Won by 1½ lengths; 3 lengths.	
Time: 1 min. 52.3/5 secs.	
Parl-mutuel, winner \$25.10;	
places, 1st \$11.30; 2nd \$12.70; 3rd \$22.00.	

Winner	Places.
Done Again	324
Abel	318
King's Counsel	307
Huntington	255
The Pheasant	103
Armory	97
Tango	43
Nookhall	28
Campbell	22
Duncie	20
Sunning	13
The Partridge	12
Glory	10
Loch Fyne	7
Lightning	5
Amusement Tax	4
Spice	3
Billiards	3

Winner	Places.
Chan Tin Sion's Winsome Stag	158 lbs.
(Mr. S. Y. Liang)	2
John's San Francisco	155 lbs.
(Mr. I. M. Stewart)	3
Chan & Tong's Chesapeake Bay	158 lbs.
(Mr. H. C. Lee)	0
Dynasty's Fifty Fifty	162 lbs.
(Mr. C. F. B. Bramwell)	0
Fung & Tang's Shing Pearl	158 lbs.

LAWN TENNIS.

Indian R.C. Win All Their Fixtures.

CHINESE GO "ALL OUT".

Engineers Sports Club Possible Challengers for Championship.

Winning all the fixtures in which they were engaged, the Chinese R.C. and the Indian R.C. were again very much in the picture in the Tennis League yesterday. The former, however, had to go "all out" to account for the Club de Recreo in the "B" division, where they won by the old set.

The Hong Kong C.C. "A" team did well to beat the South China A.A. by 7-2. The Chinese R.C.—Kowloon C.C. match was postponed.

In the "B" division, besides the leaders above referred to, the Craigengower C.C. and the Royal Engineers Sports Club are also doing well and the latter, especially, may subsequently become serious challengers for the championship. Apart from the victory of the Kowloon I.T.C. over the Civil Service C.C., the results in the "C" section panned out much as was expected.

RESULTS AT A GLANCE.

"A" Division.		
Indian R.C.	8 M.B.K.	1
S. China A.A.	2 H.K.C.C.	7
"B" Division.		
C. de Recreo	4 Chinese R.C.	5
D.S.R.C.	3 Indian R.C.	6
H.K.C.C.	2 R.E.S.C.	7
University	4 C.C.C.	5
Nippon Club	8 M.B.K.	1
Civil Service C.C.	received walk-over from Y.M.C.A.	
"C" Division.		
H.K.C.C.	1 Chinese R.C.	8
Filipino Club	3 C. de Recreo	6
Kowloon I.T.C.	6 C.S.C.C.	3
German T.C.	1 S. China A.A.	8

"A" Division.

INDIAN R.C. v. M.B.K.

At Sookumpoo, the Indian R.C. defeated the Mitsui Bussan Kaisha by eight sets to one. Scores:—
S. A. Runjahn and H. D. Runjahn (I.R.C.):—
beat Y. Yoshida and T. Imura 6-1
beat T. Honda and T. Akiyama 6-2
beat N. Hayase and T. Edo 6-2

C. A. L. Runjahn and J. A. E. Cassamboy (I.R.C.):—
beat Y. Yoshida and T. Imura 6-2
beat T. Honda and T. Akiyama 7-5
beat N. Hayase and T. Edo 6-4
I. M. A. Kazek and A. R. Minu (I.R.C.):—
beat Y. Yoshida and T. Imura 6-1
beat T. Honda and T. Akiyama 5-7
beat N. Hayase and T. Edo 6-1

SOUTH CHINA v. H.K.C.C.

At King's Park, the South China A.A. lost to Hong Kong C.C. by seven sets to two. Scores:—
Li Wai-toi and Li Woon-toi (S.C.A.A.):—
lost to A. L. Sullivan and L. Goldman 3-6
lost to H. Owen Hughes and A. D. Humphreys 3-6
beat H. J. Armstrong and O. E. C. Marton 6-4

Chan So and Wong Fook-nam (S.C.A.A.):—
lost to A. L. Sullivan and L. Goldman 1-6
lost to H. Owen Hughes and A. D. Humphreys 3-6
lost to H. J. Armstrong and O. E. C. Marton 4-6

Luk Ding-cheung and Ho Wai-hing (S.C.A.A.):—
lost to A. L. Sullivan and L. Goldman 2-6
lost to H. Owen Hughes and A. D. Humphreys 12-14
beat H. J. Armstrong and O. E. C. Marton 6-4

"B" Division.

RECREIO v. C.R.C.

At King's Park, the Club de Recreo lost to the Chinese R.C. by four sets to five. Scores:—
F. Remedios and H. Barros (Recreio):—
lost to Lau Fuk-ki and Cheung Wing-kee 4-6
lost to Chiu Chun-chiu and Hung Wai-chiu 3-6
beat Choi Ping-fan and Ng Kam-chuen 8-6

L. Rocha and G. A. Noronha (Recreio):—
beat Lau Fuk-ki and Cheung Wing-kee 6-4
beat Chiu Chun-chiu and Hung Wai-chiu 6-4
lost to Choi Ping-fan and Ng Kam-chuen 2-6
G. A. Barretto and A. V. Gonano (Recreio):—
lost to Lau Fuk-ki and Cheung Wing-kee 4-6
beat Chiu Chun-chiu and Hung Wai-chiu 6-8
lost to Choi Ping-fan and Ng Kam-chuen 5-7

U.S.R.C. v. INDIAN R.C.

At King's Park, the United Services R.C. lost to the Indian R.C. by three sets to six.

Scores:—
J. D. Walter and Capt. Vedder (U.S.R.C.):—
lost to S. H. Ismail and A. A. Runjahn 2-6
lost to S. A. Hussain and O. Ismail 1-6
lost to A. H. Madar and S. A. Ismail 3-6

Comdr. Herbert and Lt. Smallwood (U.S.R.C.):—
lost to S. H. Ismail and A. A. Runjahn 4-6
lost to S. A. Hussain and O. Ismail 3-6
lost to A. H. Madar and S. A. Ismail 1-6

Maj. Caddell and Lt. Gould (U.S.R.C.):—
beat S. H. Ismail and A. A. Runjahn 6-4
beat S. A. Hussain and O. Ismail 6-4
beat A. H. Madar and S. A. Ismail 6-4

HONG KONG C.C. v. R.E.S.C.

On their own ground, the Hong Kong C.C. lost to the Royal Engineers Sports Club by two sets to seven. Scores:—
J. D. Humphreys and R. H. Wild (H.K.C.C.):—
lost to Col. R. B. Skinner and Lt.-Col. Wyatt 4-6
lost to Maj. Tosh and Capt. de Linde 4-6

lost to Maj. Kerrie and S/M Atkinson 5-7
L. T. Ride and T. G. Bennett (H.K.C.C.):—
lost to Col. R. B. Skinner and Lt.-Col. Wyatt 4-6
lost to Maj. Tosh and Capt. de Linde 2-6
beat Maj. Kerrie and S/M Atkinson 6-1

J. A. Summers and W. A. Nowers (H.K.C.C.):—
beat Col. R. B. Skinner and Lt.-Col. Wyatt 7-5
lost to Maj. Tosh and Capt. de Linde 3-6
lost to Maj. Kerrie and S/M Atkinson 1-6

UNIVERSITY v. C.C.C.

At Pokfulam, the University lost to the Craigengower C.C. by four sets to five. Scores:—
F. Y. Kho and T. K. Lien (University):—
beat H. J. Howard and J. W. Leonard 6-4
lost to G. Lin and W. J. Howard 3-6
beat A. B. Hamson and E. Zimmerman 6-4

Y. K. Ng and A. L. Tsai (University):—
lost to H. J. Howard and J. W. Leonard 2-6
beat G. Lin and W. J. Howard 7-5
lost to A. B. Hamson and E. Leonard 3-6

Y. F. Chew and G. E. Yeoh (University):—
lost to H. J. Howard and J. W. Leonard 3-6
lost to G. Lin and W. J. Howard 2-6
beat A. B. Hamson and E. Zimmerman 6-3

NIPPON CLUB v. M.B.K.

At King's Park, the Nippon Club defeated the Mitsui Bussan Kaisha by eight sets to one. Scores:—
Namura and Suenaga (Nippon):—
beat Matsuo and Takahashi 6-4
beat Ema and Nakamura 6-2
lost to Fujimori and Techi 2-6

Yoshikawa and Sajiki (Nippon):—
beat Matsuo and Takahashi 6-3
beat Ema and Nakamura 6-2
beat Fujimori and Techi 6-3

Nakate and Fujieda (Nippon):—
beat Matsuo and Takahashi 7-5
beat Ema and Nakamura 6-4
beat Fujimori and Techi 6-4

"C" Division.

HONG KONG C.C. v. C.R.C.

On their own ground, the Hong Kong C.C. lost to the Chinese R.C. by one set to eight. Scores:—
H. V. Parker and M. W. Turner (H.K.C.C.):—
lost to Lau Man-kwong and Kwok Po-kan 2-6
lost to Hon Lun-fun and Mow Yuk-kwan 2-6
lost to Ip Kau-ko and Kwok Hing-sum 2-6

C. H. Bradley and G. E. R. Divett (H.K.C.C.):—
beat Lau Man-kwong and Kwok Po-kan 9-7
lost to Hon Lun-fun and Mow Yuk-kwan 3-6
lost to Ip Kau-ko and Kwok Hing-sum 3-6

J. E. Henry and E. W. Stabb (H.K.C.C.):—
lost to Lau Man-kwong and Kwok Po-kan 3-6
lost to Hon Lun-fun and Mow Yuk-kwan 2-6
lost to Ip Kau-ko and Kwok Hing-sum 3-6

On their own ground, the Filipino Club lost to the Club de Recreo by three sets to six.

Scores:—
J. M. Cruz and D. Leonard (Filipino Club):—
lost to A. V. Remedios and L. Ribero 4-6
beat M. Oliveira and J. Xavier 10-8
lost to H. Noronha and A. A. Remedios 6-2

"BIG BILL" AND THE FRAULEIN. — A report has been circulating in London—due perhaps to the publication of this photograph—that W. T. Tilden and Fraulein Cilly Aussem, the famous American and German Lawn Tennis players had become engaged. W. T. Tilden and Cilly Aussem photographed at Nice at the Tennis Tournament. (Sport & General.)

T. Leonard and W. Ogley (Filipino Club):—
lost to A. V. Remedios and L. Ribero 0-6
beat M. Oliveira and J. Xavier 6-4
lost to H. Noronha and A. A. Remedios 2-6

M. Rull and V. Zafra (Filipino Club):—
lost to A. V. Remedios and L. Ribero 0-6
lost to M. Oliveira and J. Xavier 4-6
lost to H. Noronha and A. A. Remedios 0-6

K.I.T.C. v. CIVIL SERVICE.

At King's Park, the Kowloon Indian Tennis Club defeated the Civil Service C.C. by six sets to three. Scores:—
Feroz Ali and Firdos Khan (K.I.T.C.):—
lost to V. H. Freeman and G. J. Mitchell 6-8
beat J. Pengelly and H. J. Best 6-3
beat T. Armstrong and G. Gull 6-2

"B" Division.

Chinese R.C. 3
Indian R.C. 3
Craigengower C.C. 2
R.E. Sports Club 2
Club de Recreo 1
Hong Kong C.C. 1
Kowloon C.C. 1
Civil Service C.C. 1
University 1
Nippon Club 1
United Services C.C. 1
South China A.A. 1
M.B.K. 0
E.Y.M.C.A. 0

"C" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

HOCKEY.

Hermes Too Strong for Radio Sports Club.

A hockey match between the Radio Sports Club and the Engine Room Hockey team, H.M.S. Hermes, was played yesterday on the Army "B" ground, Sookumpoo.

The Radio Sports Club put up a very good game, but the Hermes were too strong for them. The R.S.C. goalkeeper was in exceptionally good form, in spite of the R.S.C. He managed to guard the goal successfully and only one ball entered the net. The game ending with the Hermes being successful by three goals to one. It is hoped that another match will be arranged for Saturday next.

WATER SUPPLY.

Aberdeen Valley Scheme.

Work in connection with the Aberdeen Valley Scheme is being proceeded with, and the Government is inviting tender for the following works:—
Tender for Aberdeen Valley Scheme—Elliot Filters, will be received at the Colonial Secretary's Office until May 26, for the construction of Administration House, Rapid Gravity Filter Beds and contingent works.

LEAGUE TABLES.

The positions in the League to date are:—

"A" Division.

Indian R.C. 2
Chinese R.C. 1
Hong Kong C.C. 1
M.B.K. 1
South China A.A. 2
Kowloon C.C. 0

"B" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

"C" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

"D" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

"E" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

"F" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

"G" Division.

Chinese R.C. 3
University 3
South China A.A. 2
Filipino Club 2
Indian R.C. 1
Kowloon I.T.C. 1
Hong Kong C.C. 1
Club de Recreo 1
Civil Service C.C. 1
Nippon Club 1
Kowloon C.C. 1
German T.C. 0

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The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

Malmberg, care of Blue Funnel Antenor, from London, Po.
Paget 26, from Shanghai.
Porozoff, Hong Kong Hotel, from Shanghai.

Papernilli, from London.
S. LACK, Superintendent.
Hong Kong, May 16, 1930.

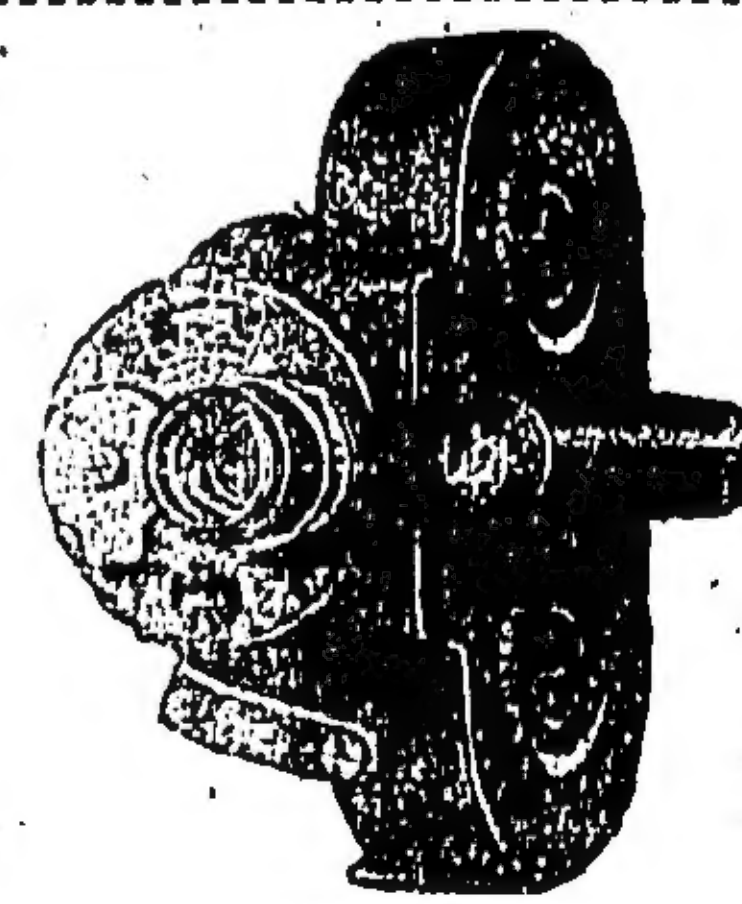
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The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Towel, from Shanghai.
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E. V. JESSEN, Superintendent.
Hong Kong, May 7, 1930.

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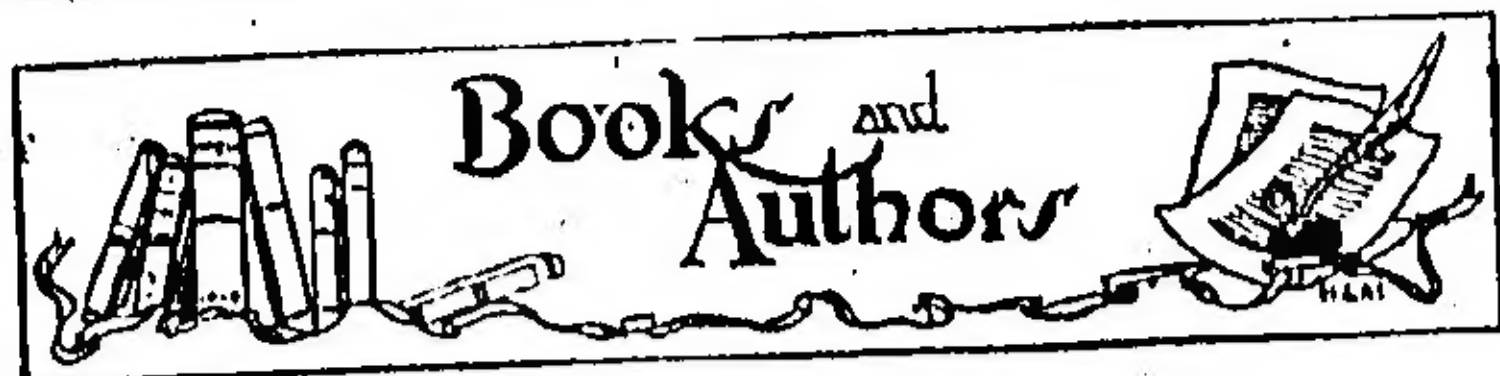
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HERALD REVIEWS.

Plays of Modern Japan.

["Death" and other Plays, translated by Y. T. Iwasaki and Glenn Hughes. (Ernest Benn, Ltd. 8/6d.).]

The names of Takeo Arishima, Sanatsu Mushakoji, and Senzaburo Suzuki are familiar to the students of modern Japanese drama. Two of these men are already dead, though neither would be old were he living to-day. Their plays are interesting because they bridge the gulf between the West and the East. There is in them an extreme rapprochement between the modern western and the ancient Japanese drama which has resulted in work of extraordinary vitality. These three playwrights belong to the group which has succumbed to European fashions and ideas. The turmoil born of the swift meeting of Eastern and Western cultures has immersed every phase of Japanese life, and the theatre has been in the very midst of the swirl. Tolstoy, Ibsen, Shaw, Strindberg, and O'Neill are the Western forces whose impact has been most strongly felt, and it is not hard to trace, in the modern Japanese drama the technical methods, as well as the social and moral philosophies of these men.

In reading any of the three plays presented in this volume one will irresistibly be reminded of Ibsen, Shaw and Tolstoy, but beneath that resemblance lurks the spirit of oriental tradition—a naïveté which is found only in Russia and the East. They serve, however, to lay bare the Japanese character in a way that could not otherwise be accomplished. There is something pathetic, brave and dogged in the Japanese struggle to assume the superficialities of Western culture, for she can never go deeper than the apparent, neither can she lose entirely her own unique racial characteristics. The meteoric rise to a place among the powers of the world is an achievement only paralleled by the growth of the British Empire.

which had its origin in little England.

Shavian Resemblances.
The first of the three plays, "Death," by Arishima, bears a striking resemblance to "The Doctor's Dilemma," if one omits the Shavian burlesque. A woman is dying of tuberculosis. She is attended by a doctor and a nurse; her temperature is taken, injections are given, oxygen is administered; everything is entirely modern and Western. But at intervals Death, attended by men in black, is visibly present and speaks; a flickering lamp symbolises the woman's fading life.

The play records dramatically the psychological phenomena of feverish dreams and the emotional crises involved in death. The sympathy and tenderness of the husband will doubtless surprise many European readers; the whole play is as moving as the best passages of Dickens.

"A Family Affair."
The second play, "A Family Affair," by Mushakoji, is perhaps the best example of the Western-Japanese school. Indeed, it might well be an early work by Ibsen or Tolstoy. The dialogue at times is completely Shavian, yet emanating from each character is the cherry blossom perfume of old Japan.

"Turning Her Alive," by Suzuki, is written around one of the oldest plots in the world, yet the quiet and unemotionalism of the actors in this tragedy plainly declare their Eastern aesthetic origins.

In bringing these plays of modern Japan before the English-speaking public, Mr. Glenn Hughes and his co-translator have enabled us to see the Japanese people in true perspective. As one peruses these pages it forcibly dawns on one that the Japanese are the only peoples of the Orient who possess anything like a kinship with Occidental moral and intellectual ideas.

This trilogy, which is prefaced by an admirable introduction on the Japanese drama by Mr. Glenn Hughes, deserves a place on the bookshelf beside the best plays of the century.

— R. S.

Music and Melody

THE SINGER AND THE SONG.

[By Lady Ingram.]

Even in these days of "mechanical music," anyone whose singing really entertains an audience is in great demand. But modern audiences are very exacting. They lend a cold ear to a song about "love" and "red roses" issuing from a singer of apathetic voice and uninspired expression. They demand clever, witty songs, sung with real understanding and temperament.

Very few amateurs can "hold" their audience with the merit of their voices alone; the song has to help them. Modern taste requires more than melody in a song; it wants original, interesting words that grip the imagination or titillate the sense of humour.

The song must suit the singer and appeal to the audience, and, most important of all, the words of the song must be heard by the audience!

"Let Yourself Go."

Postl—of "Good-bye" fame—one of the world's best teachers of ballad-singing, made his pupils read a song about "love" and "red roses" again, until every word was precisely pronounced. Next he made them sing it standing before a large mirror while he watched and criticised.

This was a trying ordeal, for he was bitterly sarcastic, but he effectively got rid of any idiosyncrasies or affectations and all self-consciousness.

He insisted that the words of a song should be learnt by heart, for he considered all dramatic effect was spelt by reference to the music, and that the hands should be left free to make slight gestures to mark the point of the words.

His motto was "let yourself go" when you sing. He would watch his pupils' faces, and was never satisfied till he saw it reflect every shadow of meaning that the song held. If amateur singers would just aim at giving an audience as much pleasure as possible, and not in any way attempt to impress them with the powers of their voice or musical technique, they would have far more success.

Postl used to say, "Take your audience to your heart, if you want them to love you."—Daily Telegraph.

GROWTH OF UNDERSTANDING.

Ysaye, the veteran Belgian violinist, has a theory that no violinist should play (in public he presumably means) the Beethoven Concerto before he is 30. M. Ysaye's reason we do not know, but one imagines it must be that in the natural order of things a player cannot be expected to be sufficiently mature, before he is 30, to do full justice, on the interpretative side, to this masterpiece.

Whatever one may think of its specific application in this instance, the theory that certain musical works, the creations of great minds, demand to an exceptional extent for their understanding fullness and depth of life experience, in the spiritual, mental, and emotional sense, will occasion no surprise. Something akin to it is accepted in part—but in part only—as a commonplace by the man in the street, who may be heard asseverating that so and so's singing of a certain song shows that she has never been in love, or that young Mr. Thingumabob will play with more expression when he has known trouble in his life.

But, of course, one may know both trouble and love in full measure before one's thirtieth birthday—or whenever (in reason) one may set a line which Ysaye certainly did not intend to be rigidly drawn. The proposition we are considering implies, then, something more than a capacity to respond, in one's musical performances, to strong, clearly-defined emotions; it implies, in addition, a degree of spiritual and mental understanding, perceptiveness, and sensitiveness, which, in the ordinary course of things, is not conjoined with youth.

Had M. Ysaye made his assertion apropos, for instance, the last Beethoven piano sonatas and string quartets, its force would be still more clearly seen. Carlyle's famous remark about music leading us to the edge of the infinite, and letting us gaze there, might, with special reference to music such as this, be applied to music such as this. For the earnest, ardent lover of musical art to progress, with slowly, steadily growing appreciation, by the aid of life discipline, the development of his mental and spiritual powers, and the devoted study of the music and its makers, to companionship with and understanding of some of the world's rarest, sublimest musical utterances—which in his youth did not seem to have voices that could reach his soul—is an experience ever renewed. Is it pathetic melancholy, that fullness of understanding and appreciation come so often when the divine forces and enthusiasms of youth are waning? Let us answer: Is it not, in the field we are considering, a divine compensation?

WINGED ART.

Remarkable Shorthand Speed.

What is believed to be a shorthand speed record for China has been achieved by Mr. Yeo Yaukee, of the American Consulate, Swatow. In connection with the International Shorthand Competitions of the Sloan-Duployan Society (Headquarters, Ramsgate), Mr. Yaukee gained the gold medal in Class 4 for the highest speed of 200 words a minute for five consecutive minutes. The test was undertaken under strict conditions, being witnessed and supervised by a local committee consisting of Mr. F. G. Year, Advocate and Solicitor; Mr. E. C. Y. Ching, Advocate and Solicitor; Mr. C. S. Young, M.D., Consulting Physician; and Mr. H. K. Tynan, M.D., Consulting Physician.

The translation of the shorthand notes into longhand was accomplished by the candidate in 55 minutes there being only one slight error, "at mending" being transcribed as "amending," probably due to mishearing of the dictation.—Contributed.

EASTERN PORTS

Details of Epidemic Diseases

The health bulletin of Eastern ports for the week ended May 10, issued by the Director of Health, gives the following cases:

Plague

Alexandria: 1 case.
Bombay: 4 cases, 1 death.
Rangoon: 1 death.
Colombo: 4 cases, 3 deaths.
Pnom Penh: 1 case.
Salgon: 1 case.

Cholera

Bassein: 3 cases, 3 deaths.
Calcutta: 194 cases, 125 deaths.
Haiphong: 2 deaths.
Pnom Penh: 1 case.
Salgon: 59 cases, 43 deaths.

Small-pox

Bombay: 52 cases, 35 deaths.
Calcutta: 109 cases, 94 deaths.
Cochin: 13 cases, 5 deaths.
Karachi: 2 cases.
Madras: 24 cases, 4 deaths.
Rangoon: 2 cases, 1 death.
Vizagapatam: 3 cases.
Batavia: 1 case, 1 death.
Pnom Penh: 1 case.
Salgon: 1 case.
Macao: 1 death.
Dairen: 1 case.

Cerebro-Spinal Fever.
Shanghai: 11 deaths.

APPOINTMENTS.

H.E. the Governor, Sir William Peel, K.B.E., C.M.G., has made the following appointments:—

Lieutenant Arthur Oswald Swayne, 1st S.L.L., Mr. Walter Richardson Scott, Assistant Superintendent of Police, Subedar Major Mungul Singh, Hong Kong and Singapore Brigade, and Subedar Hikmat, 3/15th Punjab Regiment to be his Honorary Aides-de-Camp, with effect from May 9.

Mr. John Keith Bousfield to be a member of the Harbour Board, vice Mr. William Henry Bell, resigned, with effect from May 9.

The local rank of Captain has been granted to Lieut. Thomas Alexander Hamilton Colman, R.A., A.D.C., with effect from May 14.

TENDERS ACCEPTED.

The Government Gazette announces that the following tenders have been accepted:—

Messrs. The Vibro Piling Company, Ltd., for the execution of the work of Piling to the Site of the New No. 2 Police Station on the Praya East Reclamation.

Hong Kong and Whampoa Dock Co., Ltd., Motor Vehicle Number Plates at \$2 per set.

Loe Hing Motor Transport Co., Ltd.

Mosquito Net Poles for European and Indian Beds at \$3.40 per set.

Mosquito Net Poles for Double Bunks at \$2.00 per set.

ness, be applied to music such as this. For the earnest, ardent lover of musical art to progress, with slowly, steadily growing appreciation, by the aid of life discipline, the development of his mental and spiritual powers, and the devoted study of the music and its makers, to companionship with and understanding of some of the world's rarest, sublimest musical utterances—which in his youth did not seem to have voices that could reach his soul—is an experience ever renewed. Is it pathetic melancholy, that fullness of understanding and appreciation come so often when the divine forces and enthusiasms of youth are waning? Let us answer: Is it not, in the field we are considering, a divine compensation?

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station "Z.B.W." on 355 metres:—

10 a.m.—Church Service relayed from St. Joseph Church:—

1. Holy Mass:
a) Kyrie
b) Sermon: "Whither Goest Thou?" by Rev. Father D. MacDonald, S.J.
c) Offertory: "Regina Coeli" (A. Riganti).
d) Sanctus, Benedictus & Agnus Dei.
e) Post-Communion: Violin & Organ.
2. Benediction of the Blessed Sacrament:
a) O Salutaris
b) Tantum ergo.
c) Laudate Dominum.
At end of Service a Chinese Programme.

1 p.m.—Close Down.

9-10.30 p.m.—Programme of Columbia Records by courtesy of Anderson Music Company:—

"Sing Alleluia Forth" (Eric H. Thimman).
"Praise My Soul, the King of Heaven" (Henry Smart).
6,000 Voices (Choir of 2,820 and 4,000 Audience) recorded during the Nonconformist Choir Union Festival, conducted by F. J. H. A.M. "Fantasia in G Minor" (Bach). Organ Solo by Edeard Committee.

"The Lord is My Shepherd" (Psalm 23—H. Walford Davies).
"Ave Maria" (Cesar Franck).
"Duetto" from "Songs Without Words" (Mendelssohn).
"Litany" (F. Schreker).

St. Mary's-Bon Church Organ, Organist: J. Edgar Humphreys.

"Chauve Souris—A Russian Barcarolle" (Variation).
"Chauve Souris—Round the Hay Wain" (Russian Song).
Chauve Souris Company.

"The Storm" (G. T. Pattman).
"Evensong" (Eustache Martin).
Organ Solo by G. T. Pattman.

"Anthem—Ascribe Unto the Lord" (S. S. Wesley).
St. George's Chapel Choir, Windsor.

"Sonata in F" (Handel, arr. L. Tertis).
Viola Solo by Lionel Tertis with Piano.

"Carmen—The Toreador Song" (Bizet).
"Tannhauser—O Star of Eve" (Wagner).
Harold Williams, Baritone with Orchestra.

"Offertory on Two Carols" (Guilmant—Op. 10).
Organ Solo in Manchester Cathedral (Organist: Dr. H. W. Wilson).

"Anthem—Hail Gladdening Light" (Wood).
"Anthem—Glorious and Powerful God" (Stanford).
St. George's Chapel Choir.

10.30 p.m.—Close Down.

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APRIL WEATHER.

Hot, Cool, and Wet Days.

According to extracts of meteorological observations made at the Royal Observatory, the hottest day, in April was on the 24th, when the temperature rose to 85.1. The coolest day was on April 1. When the temperature dropped to 53.4. There were twelve wet days during the same month, and the rainfall registered in Hong Kong was 6.12 inches, and 6.22 inches in the Peninsula.

INTERNATIONAL RESEARCHES ON INFANTILE PARALYSIS.

In New York there was recently founded a Society for Research into Anterior Poliomyelitis. A contribution of one million dollars was made to form the financial basis for the initiation of work. All results were to be reported to the International Committee in New York, and would then be scientifically tested. It is intended that German scientists should take a large part in furthering this work for the common good.

The clinical picture of anterior poliomyelitis has also for a long time been in Germany a matter of intensive research. In spite of this no one has yet succeeded in discovering the causal organism of this grave and portentous disease. Agreement has been reached only as to the point of entry of the microbe. Most physicians suspect entrance through the mouth, and since—in this disease especially—prevention is better than cure, they recommend during times of epidemic, the adequate disinfection of the mouth with Panlavin tablets, the unusually high bactericidal properties of which have long been employed in the prevention and cure of infectious diseases, scarlet fever, influenza, etc.

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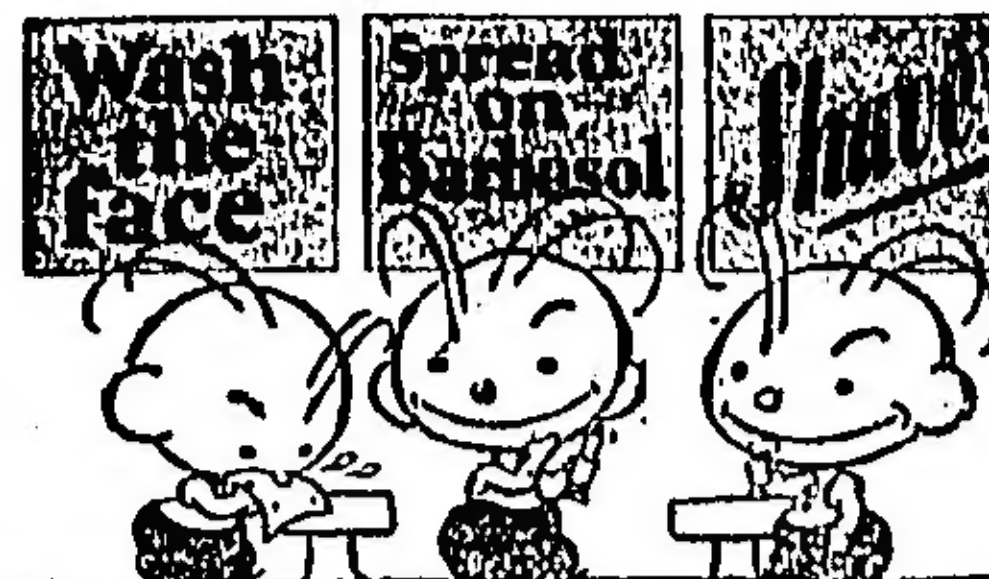
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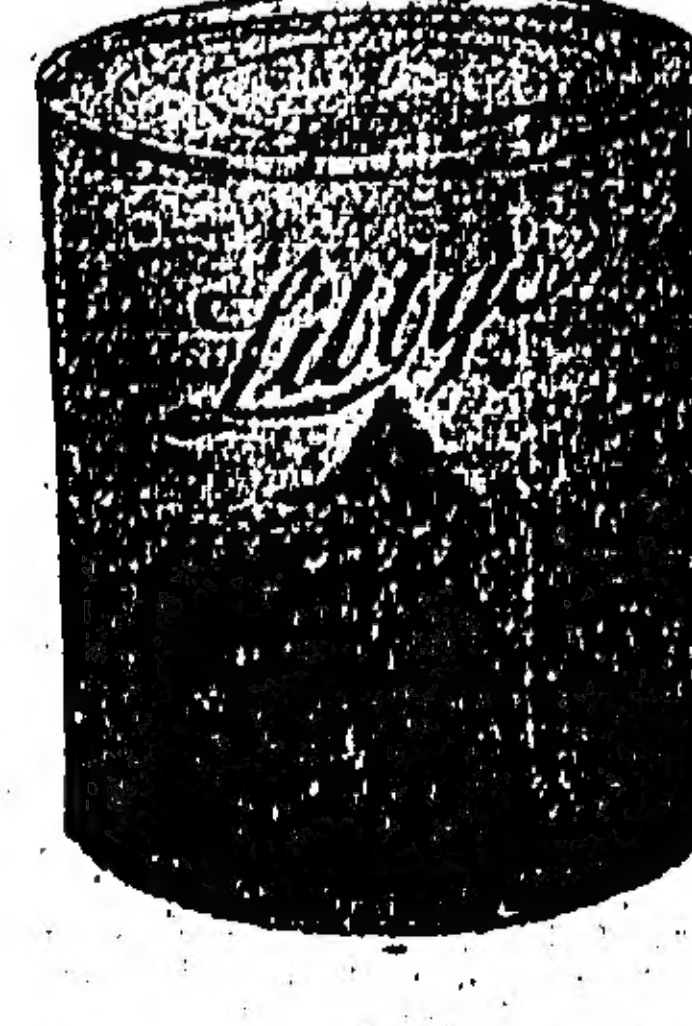
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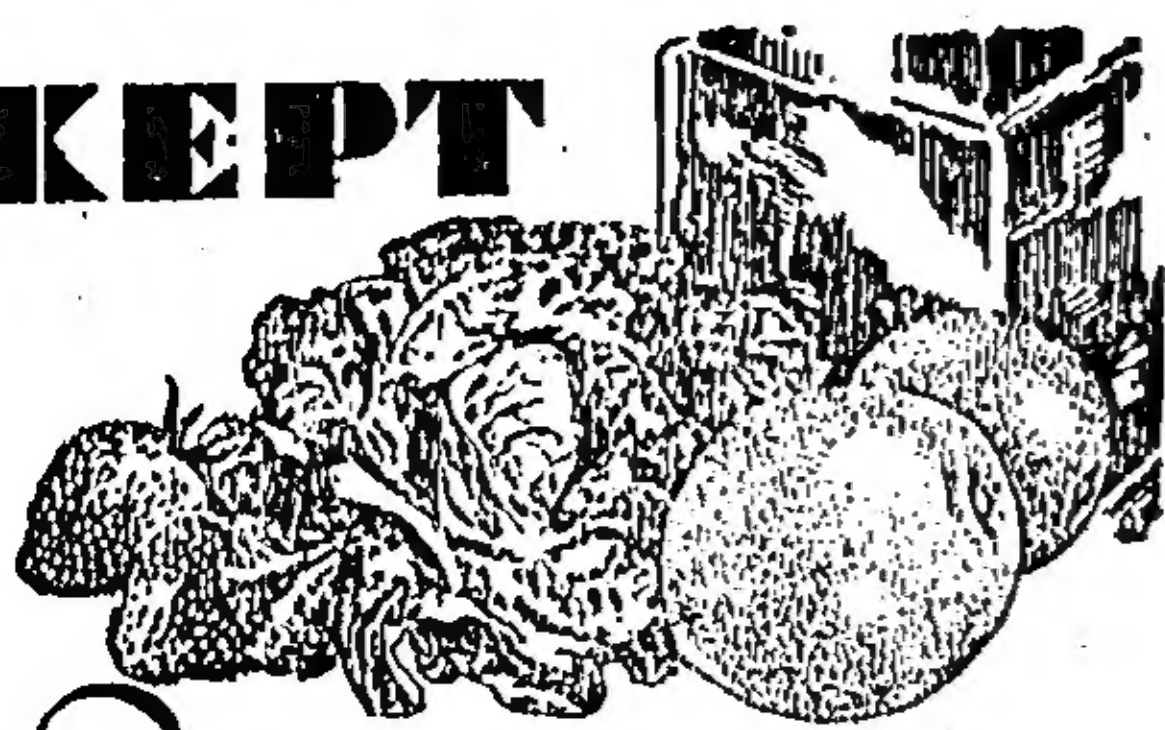
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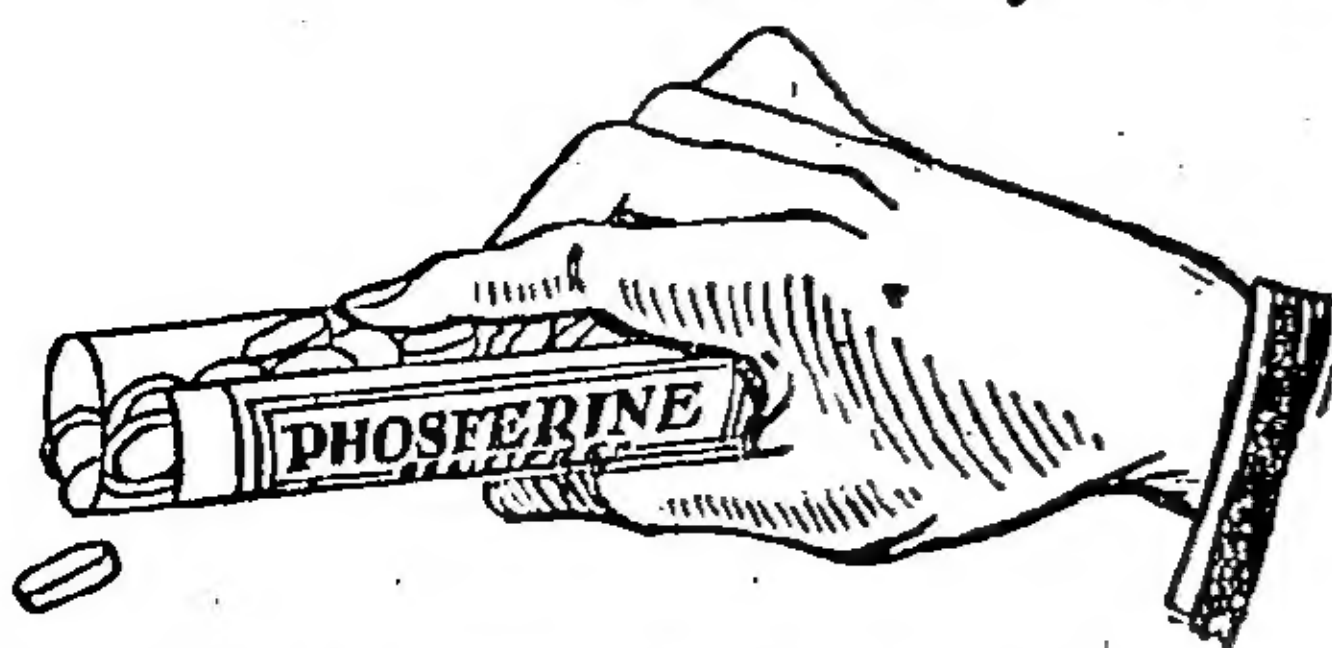
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SUN HOW WAH. 華 巧 新



With the advent of Swimming the swimming season, which is now practically in full swing, residents in the main-land naturally diverge from the winter sports into cooler recreations, the best of which is undoubtedly swimming—a healthy sport.

Facilities in Kowloon for this enjoyable sport are provided at Tai Wan, and at Laichikok, where the Government controls public bathing benches.

At Tai Wan, which is in close proximity to Kowloon Dock bathing beach, provision is made for numerous bathers, the Dairy Farm ice cream vendor proving a popular man—after a swim.

The sheds are made of matting, and are roughly forty in number, separate spaces being allotted to men and ladies for changing and dressing.

The beach is clean, and only at high water, (this is important), can one enjoy the pleasures of diving from the end of a bamboo pier, which juts out for a length of about one hundred yards or so.

At spaces on this pier, there are steps on both sides on which one can enter or leave the water. These steps make good resting places for the tired swimmer.

The cost at Tai Wan beach is ten cents per head, which is very reasonable. Life-buoys are always handy on the pier, in case of any accident, such as drowning or an attack of sudden cramp.

Travelling to Laichikok by motor bus, one finds that conditions as regards sheds and cost are much the same, but, nevertheless, it must be admitted that this beach is much the prettier for surroundings. The green hills and trees throwing their graceful reflections into the lagoon, makes a picture for the artist.

There are one or two features one can observe at Laichikok, which Tai Wan lacks.

Since last year, during the winter months, a Chinese syndicate erected a concrete restaurant called the "By the Sea Cafe." Here one can have tea, cakes, ice cream, and all other delicacies; music being also provided. This is a real asset and adds greatly to the popularity of this already well-known swimmers' resort.

The pier at Laichikok is practically three times the length of the one at Tai Wan and diving is made a popularity there.

Both Laichikok and Tai Wan are very popular bathing centres, and every week-end in the hot months will see both places crowded with bathers, men, women, and children.

The swimming Life Saving season is once more here, and the local branch of the Royal Life Saving Society has resumed its laudable work of holding classes in life saving at sea. Already many are taking lessons in what is known as land drill, preparatory to putting the theory into actual practice in the water.

The Police are well represented in the classes which are held in the Police Gymnasium at Headquarters practically every day of the week, and the numbers of members of various sections of the Force who are taking the course are:—Europeans 21, Indians 13, Cantonese 5, and Shan-tung 4.

The classes are held under the direction of Police Sergeant R. J. Hunt, who was recently appointed local representative of the Royal Life Saving Society, instruction being given by Sergeants Boffin, Fell, and Howarth, and the Indian Drill Corporal, who passed the course last season and are now qualifying for certificates as instructors.

Examinations in Tests Next land drill will take place at the Police Gymnasium on May 26, 27, 28 and 29.

after which the candidates will be tested in the water early next month.

The course includes five methods of rescue, depending on the position in which the drowning man is found when approached by the rescuer, and three methods of release by the rescuer of the holds of the desperate drowning person, namely, clutching the rescuer by the wrists, throwing of arms round the neck, and embracing round the body with the arms pinned to the sides.

After the rescue, the Schaffer method of reviving the half-drowned man is applied.

There is no doubting the advantage of every swimmer knowing what to do in an emergency, and it is recommended that all should avail themselves of the instructions offered by the Royal Life Saving Society.

The course, Not Difficult, while strenuous, is not difficult to learn, and the only requirement of one desirous of learning is that he should be able to swim 100 yards breast stroke, 50 yards on the back without the use of the hands, and do a surface dive of 10 feet. It must be emphasised that the dive must be from the surface of the water and not a plunge in.

Any person who is interested should communicate with Sergt. R. J. Hunt, care of Police Headquarters.

To-day, on his 23 years' completion of 23 years' service in the Police Force, congratulations are extended to Inspector Harry John Paterson, of the Police Training School, Mongkok. On May 18, 1907 Mr. Paterson was appointed police constable, rising to lance sergeant on May 15, 1913. From December 9, 1916, to February 8, 1920, he took an active part in the war, being seconded for military service. He was appointed Sub-Inspector on June 15, 1919, and to his present rank of Inspector on February 7, 1924.

SUNDAY SALLIES.

The Maskee's gone.—Maskee!

That opium was Hall-marked and then haul-marked.

Second-hand interviews with great golfers are apt to SAG.

Washington cables indicate that Britten intends to rule the waves.

Can Mr. Hirst not invent a dry-cleaning machine for lawn bowls on wet days?

There is money to be made for the man who will start a "pub" exclusively for ponies.

Young Scotswomen, it is alleged, can't cook. But they can cook the goose of young Scotsmen, we have noticed.

National Trait?

1 Greek—A tobaccoconist.
2 Greeks—Fish and chips.
3 Greeks—Greece.

If whisky can make a pony run faster, it will not be a bad idea if we give the same stimulant to our traffic cops.

"What's Yours, Orlando?"

"Martini Cocktail."

That being the case, the Jockey Club should not object to a little whisky.

In these days of low dollar and high cost of living, even a Pressman was expected to pay a dollar to see our new Governor on his first visit to Kowloon.

To-day's problem... If it takes 17 years to pay off \$204 at the rate of \$7 a month, how many hairs are there in a wily fox if two hairs are equivalent to each day of the 17 years?

To-day's Great Query: Did Orlando do the hole in one?

The T.U.C. at Home are to boycott talkie cinemas that have not orchestras.—If they haven't a band they are to be banned.

Aerial taxis for short distances are available in Berlin.—In Hong Kong the only thing about taxis that fly is the passengers' money.

Arms and the man! Describing a street fight, a witness thrilled the Court with the following:—"All I could see was arms and legs flying about—and some of them hit me."

In a description of a disguise adopted by a police officer, "working clothes" were included.—The Force in Hong Kong must deplore the oblique snub to Robert's uniform.

Who said women weren't optimists? Already the fashion writers are talking about parasols to match dresses.—Apparently they are looking forward to several months of sun-days.

"Cricket is more than a mere game. It is at once an institution and a rest-cure."—The latter part of it, we take it, is effected by the players waiting in the pavilion for the weather to clear.

Talkoo lawn bowlers please note: Montrose bowling club officials have altered their rules so that women cannot become members of the club. And yet the bowlers cannot get along without a "Kitty."

If the work of the world were properly organised, it could be done in four hours a day, we are told.—Someone has apparently been infected with the Saturday-morning-feeling germ imported from Hong Kong.

Walking is said to be woman's favourite exercise now.—"Well, you know," says our tame misogynist, "Felix was a cat."

British musicians out of jobs as a result of the introduction of the talkies are tuning up M.P.'s to do some talking on their behalf.

"What sort of fellow is Dash of Kowloon."

"He would make a rare President for the State of Coma."

"Dearer gas," says a headline.—This has nothing to do with the raising of Government Servants' salaries, but refers to what heats up your breakfast before it gets cold.

A fashion writer declares that new hats are really new this season.—It may be true, but they make many a man old before his time.

"Should music pay?" asks a heading.—Well, personally, we wish someone could "cheque" the girl who practises early in the morning in the flat next door.

Pedestrian—I had a hair-raising experience crossing Nathan Road.

His Friend—What did you do? Pedestrian—Oh, I counteracted it by crossing again and having a close shave.

"I was not exactly stroking him," explained a man charged with assault to the Magistrate. He added—"I struck him and he struck me."—Striking evidence that he was not strong in grammar.

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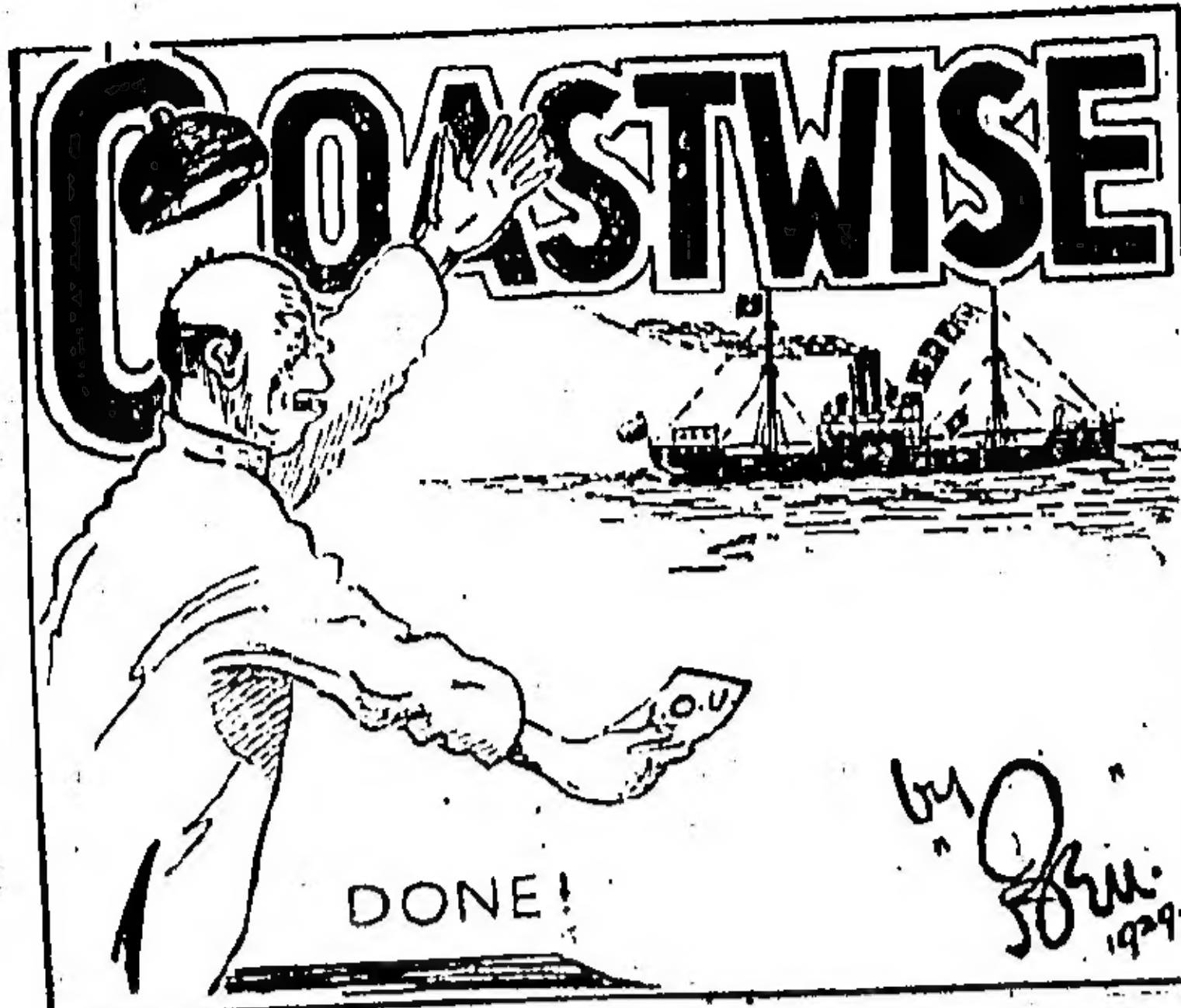
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News in Brief

The Hermes leaves Hong Kong for Home on August 1 after her northern cruise commencing on approximately the 14th June. She will arrive at the Chatham depot on September 22.

The body of a well developed Chinese, about 23 years of age, was found by the patrol on the eastern foreshore of Stonecutters Island on Wednesday. He had apparently been in the water for about three weeks.

MOSQUITO REARING. Progress Made in the Colony.

[Contributed.]
Last we quote, to begin with, the advice given for the rearing of mosquitoes in the days of the Romans: that "young mosquitoes should be fed for the first fortnight of their lives on boiled barley meal which has been sprinkled with wine." The industry of mosquito rearing was practised by the Anopheles Maternity Home at Taiipo during the Middle Ages, and in England we have a record of the fact that Henry VIII had in his household a Fleming priest as a regular "Mosquito-breeder."

Coming to later times we read that "there are also breeders of mosquitoes who, in the way of trade, rear several hundred in a season, for the supply of breeding stock. Even at that period, men who reared mosquitoes by artificial methods realised the importance of giving particularly nutritious food during the time when the little dears were feathering. Their reasoning was interesting: "in Shekko, mosquitoes live on aromatic plants, spice seeds, and other stimulants, which tend to make them impervious to disease, and this consideration should be kept in mind and should influence mosquito breeders to give them, at these times particularly, a warming, nutritious diet."

No Constancy.

But local breeders had evidently not then realised the fecundity of the cock mosquito, and it was customary to keep almost as many cocks as hens for breeding purposes: "as the mosquito is not remarkable for his constancy, so if a few more hens than cocks remain on the Peak no great mischief will ensue; and the more, as the cock is a non-fever carrier whether he has one or two wives." Even when we come to the latter half of the nineteenth century, we find that the "table of food" recommended for the rearing of young mosquitoes is very complicated; and as many as six or seven ingredients are suggested for a single feed.

Let us consider a typical "table of food" under the modern system of producing eggs and rearing young mosquitoes, and we shall then realise the progress which has taken place. For the old mosquitoes hanging around getting a red nose on Mount Kellett a morning feed of mixed laying meal and biscuit meal; and in the afternoon, wheat, oats, or barley. On the rearing-field in Kowloon Tong hard boiled eggs, biscuit meal, whole ground barley meal and bone meal (or boiled rabbit) will supply most of the nourishment required; cod-liver oil and spice are occasional "extras," and boiled rice an addition when the young mosquitoes are about three weeks old.

Compare this simple "commissariat" with the curd, custard, crushed wheat, millet seed, bruised hemp, chopped lettuce, chopped potatoes, barley beans, onions, dahl seed, artichoke, buckwheat, rape seed, dough, peas, etc., which the old-time Taiipo breeder had to collect provided the water was not shut off from his growing crops.

An Established Industry.
Finally, let us consider the importance of mosquito rearing as an industry. It is the custom now for a few vociferous "sentimentalists" to decry the artificial rearing of mosquitoes, but their droppings make the finest guard, and this in a measure is the cause of our wonderful rice crops compared with neighbouring territories; and how few people really appreciate the large quantity of cheap food that hand-reared mosquitoes provide, and the healthy exercise that this industry gives in trying to eradicate them to those who continually lash out at them when they hear one buzzing around their cars.

WARSHIPS IN PORT

British warships in port yesterday were:
In Basin of R.N. Dockyard: Tamar, Benbow, Bruce, Tartar, North Arm: Magnolia, Thracian, West Wall: Hermes.
In Dock: Sirdar, Somme.
Foreign men-of-war in port were: Portuguese Cruiser Adamastor, U.S.S. Minidanao, French Gunboat Argus, Chinese Cruiser Ming Hang.

LETTERS TO THE EDITOR

A REGRETTABLE INCIDENT.

Sir,—During the funeral of the airman involved in the recent tragedy at Kai Tak, I noticed an act of gross indecency on the part of the European driver of an Austin Seven.

This driver made a determined effort to break his way through the cortege, with complete disregard of the elementary rules governing respect to the dead.

Examples of this type, perpetrated before crowds of Asiatics, tend to injure the moral prestige of the British section in the Colony, as well as evincing a most misplaced contempt to a service man who died in the execution of his duty.—Yours, etc.,
SPECTATOR.

Hong Kong, May 17.

A PERNICIOUS PRACTICE.

Sir,—I wish through your columns to voice a complaint against the pernicious practice of certain firms in Kowloon (Chinomas, I believe) who advertise by means of lorries, complete with drums and cymbals. They drop leaflets promiscuously, which are collected by small children, who run all over the road to the danger of themselves and the motoring public.

I was passing one of these lorries the other day, and stopped dead whilst sounding my horn, but such was the din created that one child ran into my car without hearing the horn at all!

Surely something can be done in this matter.—Yours, etc.,
No Corr.

Kowloon, May 16.

"OUTWARD BOUND."

Study in Passenger Types.

The more we travel on Eastward-bound vessels, the more I think do we find our fellow passengers conforming to a definite type. Nearly every ship seems to possess, one or the other, if not all of the following people.

Mr. Ram, who is an aggressive Briton and has been in the tropics for the past thirty-nine years. He is excessively proud of the fact and is for ever harping on the days when nutmegs grew in Raffles Square and when mosquitoes were mosquitoes. He in type is closely allied to Mr. Bull.

Mr. Bull has no "iron grey" hair, nor has he a very martial appearance but he takes a very substantial part in the Far Eastern volunteer movement. He is never so happy as when he is retelling the old lie of how he got the Allied Army out of the worst scrape of its existence and of what he said to the Sergeant Major in 1915.

Then there is Miss Danya Sousa. She is a moneyed lady of Portuguese extraction but British nationality, who having spent all her life in the East has just completed at the age of fifty-three her first visit to Britain. Her sojourn lasted for three months, seven weeks of which she spent in a London nursing home suffering from pneumonia.

Her cabin mate is dear old Miss Sprigg who has just won a £500 newspaper crossword competition and is now doing a world tour. She finds it hard to believe that coal is not put into a ship down the funnel (her lifelong conviction).

Then we come to an oddity, a rather untidy, dreamy creature. On his approach you automatically endeavour to look poor in case he will touch you for five shillings but later on he turns out to be one of Britain's most celebrated millionaires. With him he has a secretary who travels second class. Both have only one change of clothing—a fact which most of the ship discover for themselves at the tail end of the Red Sea.

Knockabout Artists.
Bunty and Pat come next, aged eight and five respectively. They are the ship's knockabout comedians and are never so happy as when they are washing down the decks, smearing tar on the saloon carpet or waking their elders up from their afternoon nap.

They are the children of Mr. and Mrs. Tape. Mr. Tape belongs to his wife and the Civil Service (in that order). He has been educated since his marriage to abhor casual introductions in case he should meet someone who was not well quite.

TAIPO TOPICS

(From the United Press Staff Correspondent at the Front.)

Taiipo has declared that it is "a marionette-size self-governing Dominion like Canada or Australia," and therefore it is intended next year to issue special postage stamps and coins for use in the Dominion. The Government, it appears, now says that Taiipo must not. Without entering into the technical rights and wrongs of this controversy, we cannot help hoping that Taiipo will be victorious. There is something particularly engaging in the denomination of the mosquito on which the coins and stamps will be based. There are the collectors of stamps and coins also to be considered. Taiipo has probably given them a new interest in life of which it seems hard to deprive them. To be sure, the fortune owner of a whole unused sheet of pink or blue mosquitoes may rejoice because it will become rarer and rarer if there is no further issue and if the D.M.S.S. gets busy thinning them out with the result that many little boys who were looking forward to obtaining a mosquito by "awapping" it for some other treasure will be disappointed. Perhaps a hard-hearted Government may yet relent.

It is understood that the Kowloon-Canton Railway intend to follow the practice of the London and North Western Railway and give names instead of numbers to their locomotives, thus, No. 1 is to be renamed "Smokeless Wonder," No. 2 "Anthracite," No. 3 "Honky Eggs," No. 4 "Go/Go Honky run of Mine, Kailan Lump." A further improvement is that the locomotives are all to take water at Taiipo because it is found that this water makes white steam instead of the black stuff we are so accustomed to see belching out of the funnels.

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HONG KONG FAIRY STORIES.

From a local paper: "The deceased ran across the road."

The Anti-Opium League have offered to pay Capt. A. Hall's fine of \$101,000.

The Chater Road public motor car drivers' guild has decided to knock down only one pedestrian per month hereafter.

Hawkers' licences will in future be granted to deaf and dumb persons only, because the Government does not want them to cry out their wares.

The bus stop signal at the Star Ferry is to be removed into the water to give prospective passengers a chance of a cold douche these very hot days.

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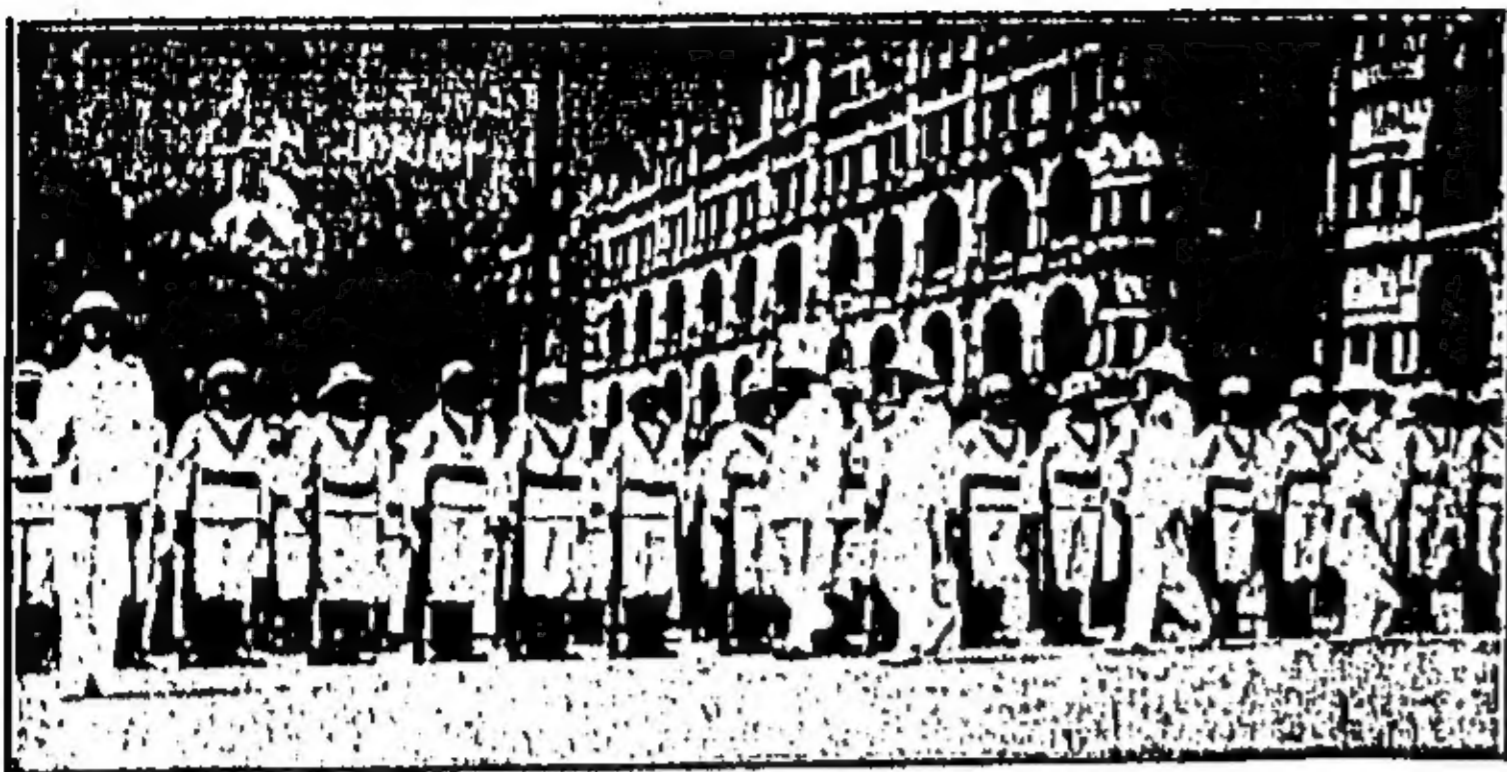
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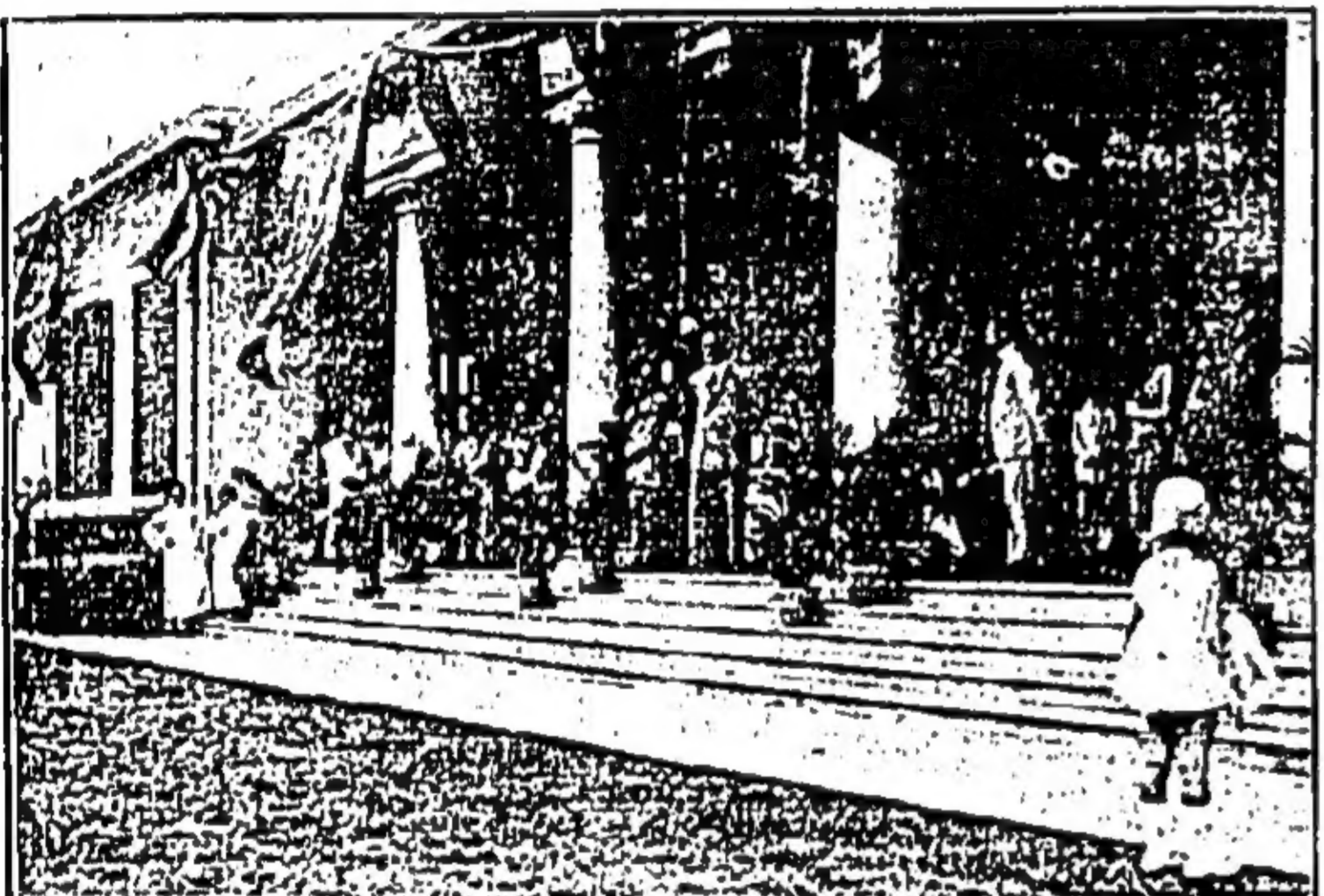
HONG KONG, SUNDAY, MAY 18, 1930.



NAVAL INSPECTION.—The Guard of Honour furnished by the Royal Navy being inspected by the new Governor (Sir William Peel) on his arrival at the Colony on May 12.—(Welcome Studio.)



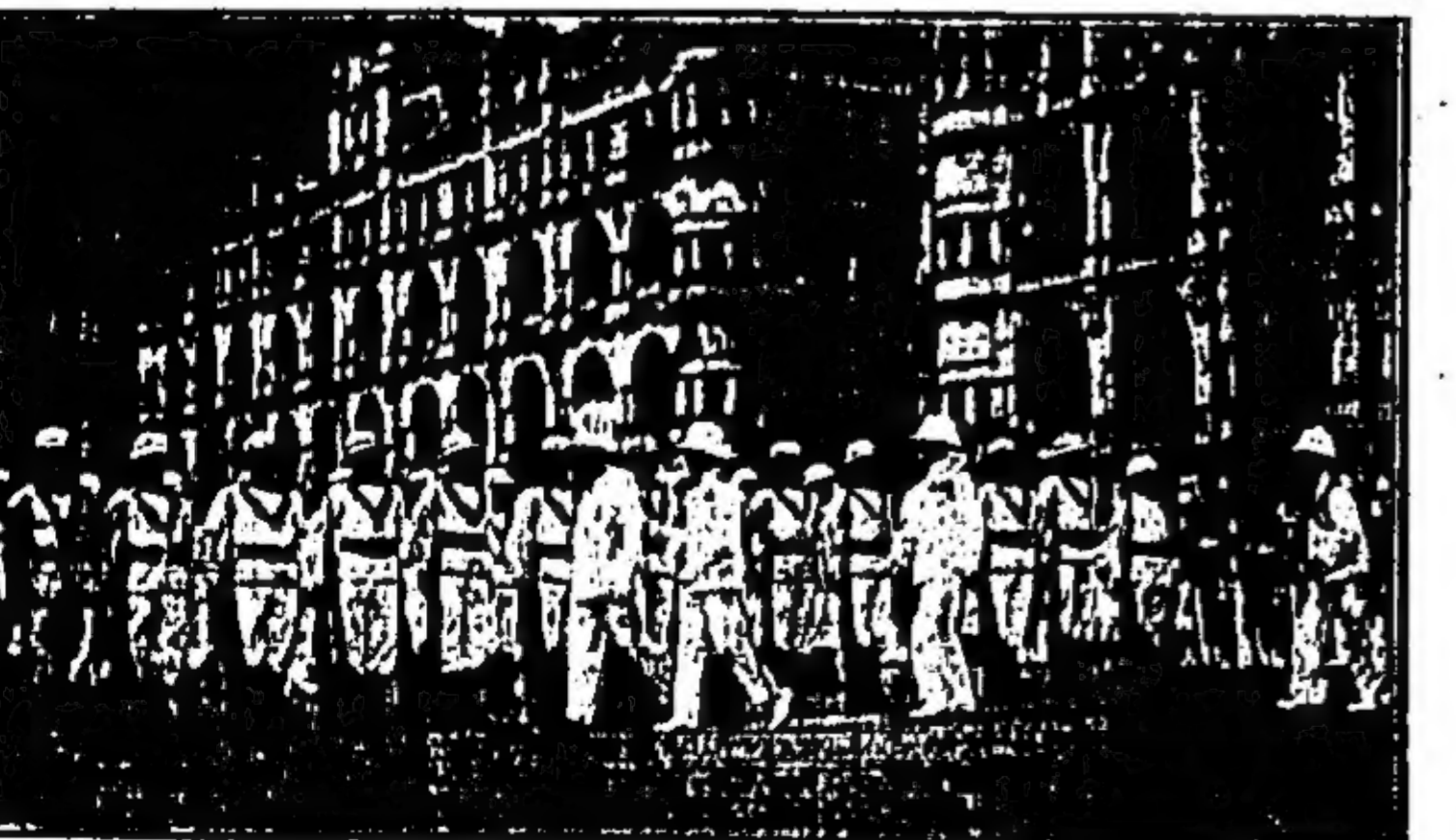
NEW GOVERNOR ENTERTAINED.—Charming little pupils of Miss Violet Capell giving a Bunny Dance on the grounds of the Club de Recreo on Monday, when a garden party in honour of Sir William Peel, K.B.E. (the new Governor) and Lady Peel, was given by the Kowloon Residents' Association.—(Welcome Studio.)



GOVERNOR'S ADDRESS.—H.E. the Governor (Sir William Peel, K.B.E., C.M.G.) addressing his hosts, the residents of Kowloon, at the garden party given in his honour at the grounds of the Club de Recreo on Monday.—(Welcome Studio.)



A FRIENDLY CHAT.—H.E. the Governor (Sir William Peel, K.B.E., C.M.G.) enjoying a friendly discussion with the Hon. Mr. J. P. Braga at the garden party given in his honour by the Kowloon Residents' Association at the Club de Recreo grounds on Monday.—(K. Fujiyama.)



GUARD OF HONOUR.—H.E. the Governor (Sir William Peel) inspecting the Naval guard of honour on his arrival at the Colony on May 12.—(K. Fujiyama.)



GOVERNOR AND G.O.C.—The new Governor (Sir William Peel) discussing the arrangements of the Naval and Military display with H.E. the G.O.C. (Major-General J. W. Sandilands, D.S.O.), after his landing on May 12.—(K. Fujiyama.)



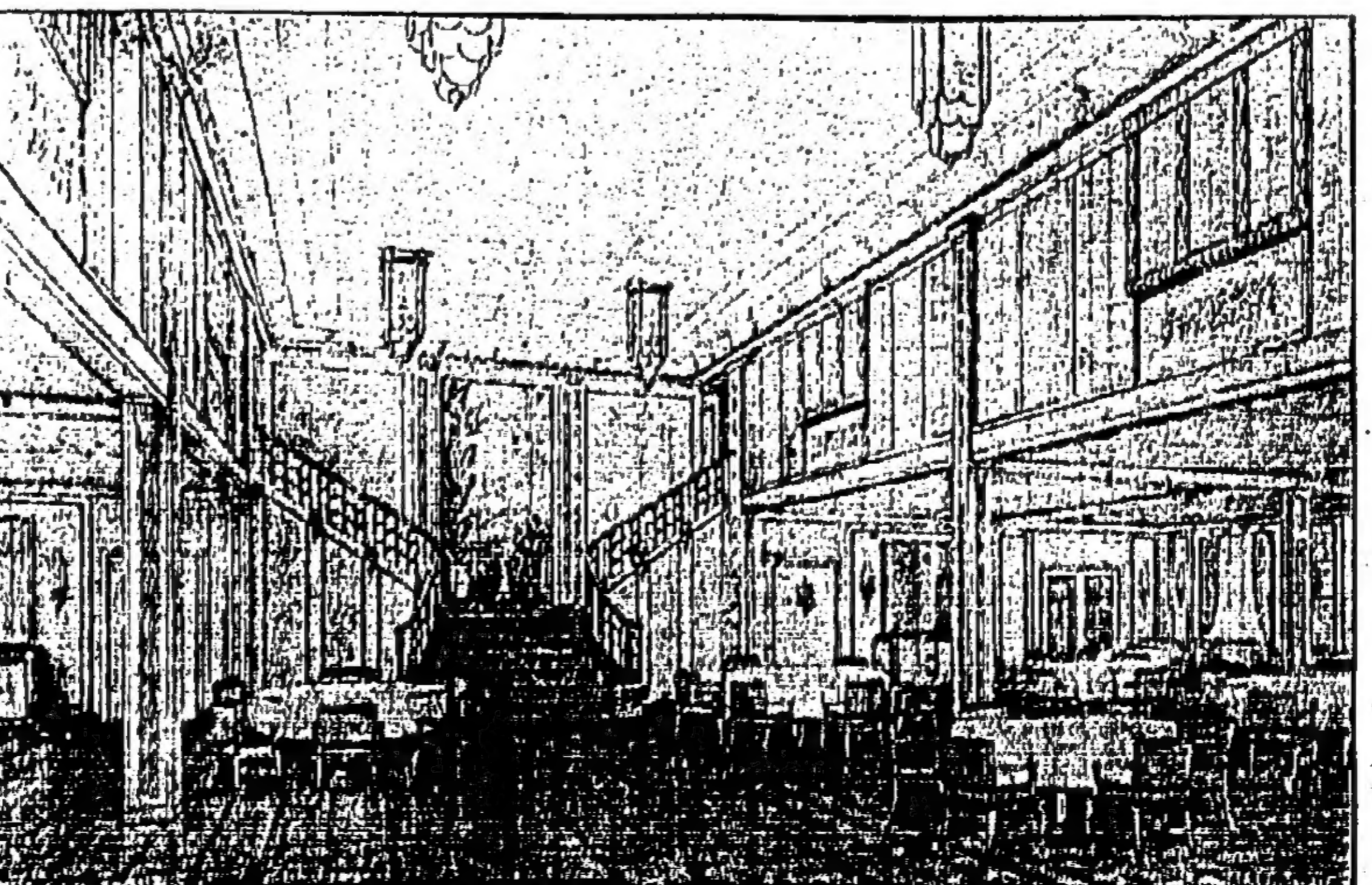
AT CLOSE QUARTERS.—A striking close-up view of the new Governor, Sir William Peel, K.B.E., C.M.G., takes a keen interest in the conversation at his table during the garden party given in his honour by the Kowloon Residents' Association at the Club de Recreo grounds on Monday.—(Welcome Studio.)



CHARMING CHINESE WEDDING.—Union Church, Kennedy Road, was the scene of a charming wedding on Saturday last, when Mr. Lee Pui-long, B.A., was married to Miss Pau Yuk-king. Miss Rose Lee and Miss Fanny Ahn were bridesmaids, and the Misses Kwok Wai-chun and Tsai Po-yin, the flower girls. The best man was Mr. Mak Kai-hung and the groomsmen, Mr. Lee Cheuk-kuen.—(Welcome Studio.)



KOWLOON WEDDING.—Group photograph of the wedding ceremony which took place at the Union Church, Kowloon, on Saturday, May 10; left to right, Mr. J. Hughes, Best Man, Mr. E. L. Williams, the Bridegroom, Miss Norah Connor, the bride, the Rev. J. Horace Johnston, Miss K. Murphy, Bridesmaid, and Mr. J. G. Anderson.—(Welcome Studio.)



NEW DOLLAR BOAT.—Interior of the first-class dining saloon on one of the Dollar's Company's new steamers, which is at present being built at the Newport News Shipbuilding and Dry Dock Co., of Newport News, Virginia.

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The Woman's Page



MUTTON PIE.

Take the meat off the neck of mutton and chop up fairly small. Make a short paste and line a cake tin or meat dish. Put in the chopped meat, and pepper and salt and little water. Cover with paste and bake 20 minutes or more in moderate oven.
Without onions this has a flavour all its own. To vary this, put chopped onions and thinly sliced potatoes on top of mutton before adding paste. Also tomatoes if liked.

COSTUME BATTLE.

Waged by Women Tennis Players.

With the lawn tennis season now in full swing, and Wimbledon itself only a short time away, a battle has begun between women's sports out-fitters and the queens of the racket.

Last year, the fight was stockings versus no stockings with a mild victory for the club officials, who represented stockings, over a large number of first class women players who would have preferred to play without them.

The opponents in this year's bout are skirts and blouses versus one-piece frocks represented by women players respectively. The out-fitters want the net stars to return to longer dresses and the skirt and blouse fashion, but the girls who wear tennis costume won't hear of it.

A representative of a big London out-fitter declared that the skirt of the new costume will be two inches longer, very wide and will shape to the hips. It will "swish" correctly and will not get in the way. The blouse will be fairly long and may be tucked inside the skirt or allowed to fall outside.

Mrs. Lambert Chambers, the former British Wimbledon Cup player, is opposed to the new fashion. "First class players," she said, "will not consider a return of the blouse and skirt fashion for one moment. They may be all very well for garden party tennis, but for serious playing the one-piece is essential."—United Press.

BLACK CURRANT LIPS.

One of the most startling decrees of fashion is that lips must now be purple. There is a sameness about ceiling-wax red which has become distasteful to the young woman of fashion. So now when you meet her looking as though she had just fed hastily on black-currents or Morella cherries, don't on any account offer her your handkerchief to wipe away the stain! The latest shade for finger-nails is a rich dark red, and the varnish which gives the desired effect is falling far short of the demand, as most of it has still to be imported from Spain.

AN APPLE A DAY.

Most parents have sufficient sense to provide their child with a tooth-brush, but a great many do not take the trouble to see that it is properly used. The habit of using a brush night and morning should be insisted upon, and mothers who do not do this are falling in their responsibility.

Cleaning teeth, however, does not necessarily mean using a tooth-brush. Among parents generally there is a mistaken idea that bed-time is the wrong time to eat fruit; this is not at all correct. Children should be encouraged rather than discouraged from having their daily apple at bed-time. The action of biting the hard apple, together with the cleaning effect of the acid juices cleans the teeth perhaps even better than a tooth-brush.

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LACE PANELS.

Lace is much used in Court trains for older women, but generally as a border or insertion. A golden lame frock of surprising simplicity of cut looked superb with a deep cream shade of fine Venetian point forming a panel up the centre in a train of lame. There was also a narrow border of lace at the end of the train.

Lame, with gold or silver predominating, is undoubtedly a favourite this year, though some of the younger set prefer those thick, soft satins which can be so attractively swathed and moulded in the new way. Satin is a little less magnificent, and is, like velvet, a perfect background for beautiful jewellery.

Gold fabrics are not so good for diamonds, though ropes of pearls or emeralds look very well with a pale gold background. Silver and white are, like pale satins, best for most coloured stones.

The old-fashioned cross-grain of the 'eighties will compose some of the most lovely Court gowns this season. Although thick, the modern cross-grain is as soft as crepe de chine, and is a beautiful background for embroidered designs in silk and metal thread.

Both for the very young and the much older woman these embroidered or worked cross-grains are lovely. A girlish creation of palest pink cross-grain had a roundabout design embroidered in gold and pink. The train in the same silk had a panel rose tulle let into the centre connected by the silk and gold thread. With this a posy of roses would be carried.

STRAW BERET.

Paris fashion designers, who have already robbed women of the comfort of the short skirt, have inflicted a new discomfort on them.

Berets are the popular wear at the moment, but the soft type which the Basque peasant and the sporting fraternity have found so comfortable is replaced by one in bright, irregular black straw, which looks exceedingly smart, but is so scratchy and uncomfortable that once again women are martyrs to the modiste.

Straw is not the only wear, however, for berets are also to be found in tweed, silk, and in dark blue or black. Another turn of fashion is that rose is back in favour as the smart shade, after a cycle of brilliant blues, hard greens, and uncompromising reds.

Very charming is the soft effect of some of the latest dresses in which rose is combined with pale pink.

NEW JEWELLERY.

The new jewellery shows that no particular stone is in vogue this year. Necklaces are long, combining crystal and chrysoprase with tiny beads in bunches like grapes, and made of onyx brilliants or any stone the wearer fancies.

Rings of the latest style are made in a solid piece of stone. Crystal, jade, and onyx seem the favourites. They are very simple and heavy as well as geometric, but enormously effective.

Fair Entrants in Beauty Pageant.



The land of sunshine will again witness an exemplary battle—this time, however, it will be a battle of beauty, attended by the Queen of Beauty from every land, all seeking the honour of "most beautiful." Above are pictured some of the fair contestants (left) Evelyn Witt, acclaimed Queen of Beauty in her native State of Pennsylvania. Martha Hick, of Pittsburgh, Penn., who will represent the Bay State; Mary Dean, who sailed from Cristobal, Canal Zone, to carry the torch for "Miss Canal Zone." (Centre) Haydee Morales, 16-year-old Nicaraguan girl, who bears the title of "Miss Nicaragua." (Lower) Miss Doreen Dendix, one of London's most beautiful hostesses, is considered an authentic type of British beauty.

FOR BEDROOM AND BOUDOIR.

The many pretty feminine frocks and frills of the moment tend to send women in search of gracious trifles for their bed-rooms and lingerie chests.

One exclusive linen store is tempting its clients with all the details for a beautiful bed. Sheets are of very soft, very pale, pink crepe de chine, with a touch of cut-out embroidery at each corner. Pillow slips match them, and blankets, are a slightly deeper pink, their smooth fleeciness scalloped at the edges with creamy-pink silk.

For throwing over clothes as they are taken off at bed-time there are dainty "wrappers" of the pink crepe de chine, covered with the finest of pure white organdie. A little envelope into which a night-dress may be slipped matches the wrapper.

For putting clothes tidily away into a drawer the newest thing is a satin ribbon strip, upon the centre of which is worked in cut-out embroidery the name of the garments which it should keep together. A broad pink trip bears the word "Petitcoat," a blue one "Vesta," and so on. Round each little heap of garments the embroidered ribbon is loosely circled, and there is no turning over a drawer full of things, to their detriment very often, in search of one particular article.

TO CARRY THE COFFEE.

Cake or biscuit stands in nickel-plated silver are designed to hold a large plate for the sweetmeats and, suspended above, six small plates. Now, very much the same principle has been carried out with coffee cups and saucers. This time the stand is smaller and holds the saucers underneath, with the little cups dangling from hooks around a silver circle. Such stands have the advantage of being carried by hand, and, in some instances, render a tray unnecessary.

HOLIDAY CLOTHES.

Preparing for Summer Vacation.

The holiday season is approaching, and, naturally, the first thing we think of is "What shall I wear?" and this being so, the sooner we get to work and decide and plan for our holiday attire the better.

It will be as well to select clothes which will pack easily and will not either soil or crush. Jumper suits or the neat little coat frocks of feather-weight tweed will be particularly useful on this score; they are quite the smartest, gesture made by Dame Fashion for this season, and one has only to look round at any smart gathering to realise their popularity.

Jumper suits of woollen materials, of course, continue to be of great appeal to the younger element, but when one is once past the "thirty line," as a rule jumper suits, which after all, are generally of fairly youthful cut, are best left aside.

Wool lace is being skillfully allied with the plain wool in many of the smartest editions, and they look charming indeed. The majority of the jumper suits are very brightly hued; that peculiar shade of lime green which is so very difficult to wear, and should only be chosen with extreme care, is evidently going to be very popular, while the warm tones of orange (or "coriole," as we are calling it this season) are also very much favoured.

The forms of decoration used are incrustations of the same material, while rather daring designs are carried out on many of the jumpers.

EVENING MODELS.

The long skirts of the evening models remain the chief point of interest. Many dresses at a recent Paris show had lace underskirts to give transparency and lightness to the lower part of the skirt, and there was a good deal of fringe used in trimming evening frocks as well as day.

This revival of an old fashion is an amusing instance of the dress-makers' contention that few things stay "out" for long. A curious dress, but really lovely, was an evening gown made of black moiré hair trimmed with fine black lace, which outlined the corsage and made the underskirt; the dress was made of fine strips of moiré graduated, and the bodice was moulded to the figure so that the moiré looked as if she had been poured into it. All evening skirts were ankle length, and many bell-like godet skirts were seen which when made of filmy material, acquire a charm that they miss in daytime materials. A great many canopies in lame with flowered patterns, sequined net, and unlined fishnet were worn during the parade, over dinner and dance gowns. All bodices fitted but

OLD CHRISTMAS CARDS.

When spring cleaning hovers in night we go over things by us, and amongst these the pretty cards and calendars sent by our friends at Christmas or New Year.

They are full of good wishes and pleasant memories, but, alas! we have not room to keep them, besides we can turn them to a very good purpose by making them into picture albums for sick children in hospital or home.

Such things are always wanted and welcomed in these places. Sort out your cards and give them to those who spend their leisure in making these scrap-books, or better still, set your own brains to make such albums themselves.

It would keep them amused on many a wet day, and also help them to think of those less fortunate than themselves—a two-fold good, you see.

TULLE FOR COURT.

Nothing surpasses the charm of tulle for the debutante's frock. The Hon. Mrs. George Wigham has chosen it for her daughter, whom she is presenting.

Both the frock and train are all in white tulle, with the daintiest silver embroidery. For herself Mrs. Wigham has selected a purchase—almost pale yellow—marquise—almost all-headed in soft corn colour, with a gorgeous train of panne of similar shades.

There is much activity in the dressmaking showrooms and fitting-rooms, for people are now collecting their season's clothes. Tea gowns and dresses with transparent coats were worn at the Easter country house parties at home.

THE MILLINER'S ART.

This is the era of adaptation. The younger and older generations do the same things, and even wear the same clothes, with just those little all-important distinctions suggested by our clever dress artists.

Two lovers of the picturesque, for instance—Lady Oxford and Miss Heather Thatcher—chose the same millinery model the other day—a real Du Maurier hat of the 'eighties, with a sweeping plume; but what once rested on piles of hair is now firmly fitted to the head and twisted to a becoming angle for each individual.

Lady Oxford wears much black. Miss Thatcher, on the other hand, chooses large Leghorns of the Nell Gwyn order.

Lady Ashley remains faithful in the matter of millinery to a peculiar, simple line that suits her colour, and the colour, powder-blue and navy, that accord with her blonde colouring.

There were many helpful helms awing at the back and front to conceal the lack of needful curves required by the season's clothes.

PASTEL COLOURS.

Pastel colours are in evidence everywhere, and shades of blue shading from Saxo to a slaty grey, melon pink, and Dijon rose pink, new spring leaf greens, bright Italian red, and cameo browns are also seen.

One firm has issued a curious colour chart. It grouped colours under six headings, with many subdivisions. These headings are "shades of the sea," "shades of gold," "neutral shades," "shades of the south," "shades of the dawn," "shades of heaven." The subdivisions of shades of the south are basque, hacienda, matador, Barcelona, and Valencia red. These are among the most interesting group covering all browns and some reds.

Shades of the sea include most of the new greeny blues and greens under sea-names, aquatone, sea fern, sea lent, and tide turn. The shades of heaven cover other blues and greys that have no green in them; there is spring sky (a pale blue), northern sky, marine blue, nocturne, tempest, Monaco, and summer sky. Colours are giving manufacturers unusual trouble this year in finding names for new shades. They do not resemble any of the old colours, and are different also to last year's shades, and it is most dangerous to choose any shade from its descriptive and poetic name, as it may not indicate the same shade to the retail customer as it did to the colour enthusiast who names it in the manufacturer's office.

A NEW ART.

Mrs. Sybil Pitman, wife of Major Pitman, and a well-known amateur Society painter, has invented a new art. Some time ago she started making miniature clay and metal flower gardens, and among the purchasers of these were the Queen, Princess Mary, the Duchess of York and Lady Strathmore. Then, meditating on the dreary strips of garden which "adorn" so many London houses, Mrs. Pitman thought she would make some artificial window-boxes with gaily-coloured tin flowers in them. These were such a success that she is now receiving orders for whole beds and gardens.

"All the flowers can be washed under the tap," says Mrs. Pitman, "and from time to time they can be repainted with a little ordinary paint, whatever colour takes the fancy of the owner. Tulips, for instance, can be pink one week and yellow the next. The metal is very strong, and I use cement as 'earth' in the pots, so that no envious person can pick the flowers and go off with them."

At a recent art exhibition, Mrs. Pitman showed a miniature garden which was copied from a flower picture in the National Gallery. This was such a success that it is likely to start a fashion for the reproduction in solid form of favourite flower pictures.

REVIVAL OF WHITE

Dresses for the Debutantes.

Nothing is more indicative of the way of modern fashion than the Court gowns for this season's debutante and her presenter. As every frock in these days is carefully selected for age and type the very best examples of a correct choice in each case can be emphasised.

Apparently simple in a stream of magnificence as the debutante dresses seem, they are also full of intricate and elegant detail.

The revival of white is interesting. In the 'eighties and 'nineties it was, of course, the rule for debutantes. The white chosen by this season's debutantes is either of the chalky blue shade or deep parchment. A very pale pink is sometimes selected, and, with wisdom, for shades should be pale to do full justice to the exquisite detail of the new trains.

Looking Ahead. A creamy satin moulded to the figure ensures a good evening frock afterwards, the hem being frequently finished with a tulle border inserted with a light embroidered design in silver and seed pearls. If the satin is deep ivory pearls alone are best. In this case the train is treated in the same way, with either a similar insertion up the centre sides.

One of the newest examples of the debutante's train noticed among an important collection of Court gowns was a chalky-white crepe de chine. In the train were narrow embroidered panels of tulle embroidered with edged silver-ivy leaves. The lower part of the train was entirely of tulle embroidered with the same decoration. It was really lovely and sufficiently stiffened at the end to "walk well."

The dress itself was extremely simple, but the crepe de chine showed a deep berthe of the tulle embroidery, dipping into a tiny cape at the back; there was a small inserted hem at the feet.

Rose-pink looked very lovely in tulle and a train of the same. In this case both frock and train had a deep border of fine lace in the colour with inserted rose petals dusted with diamonds.

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- B-3324 { A Little Kiss Each Morning (Film "The Vagabond Lover")
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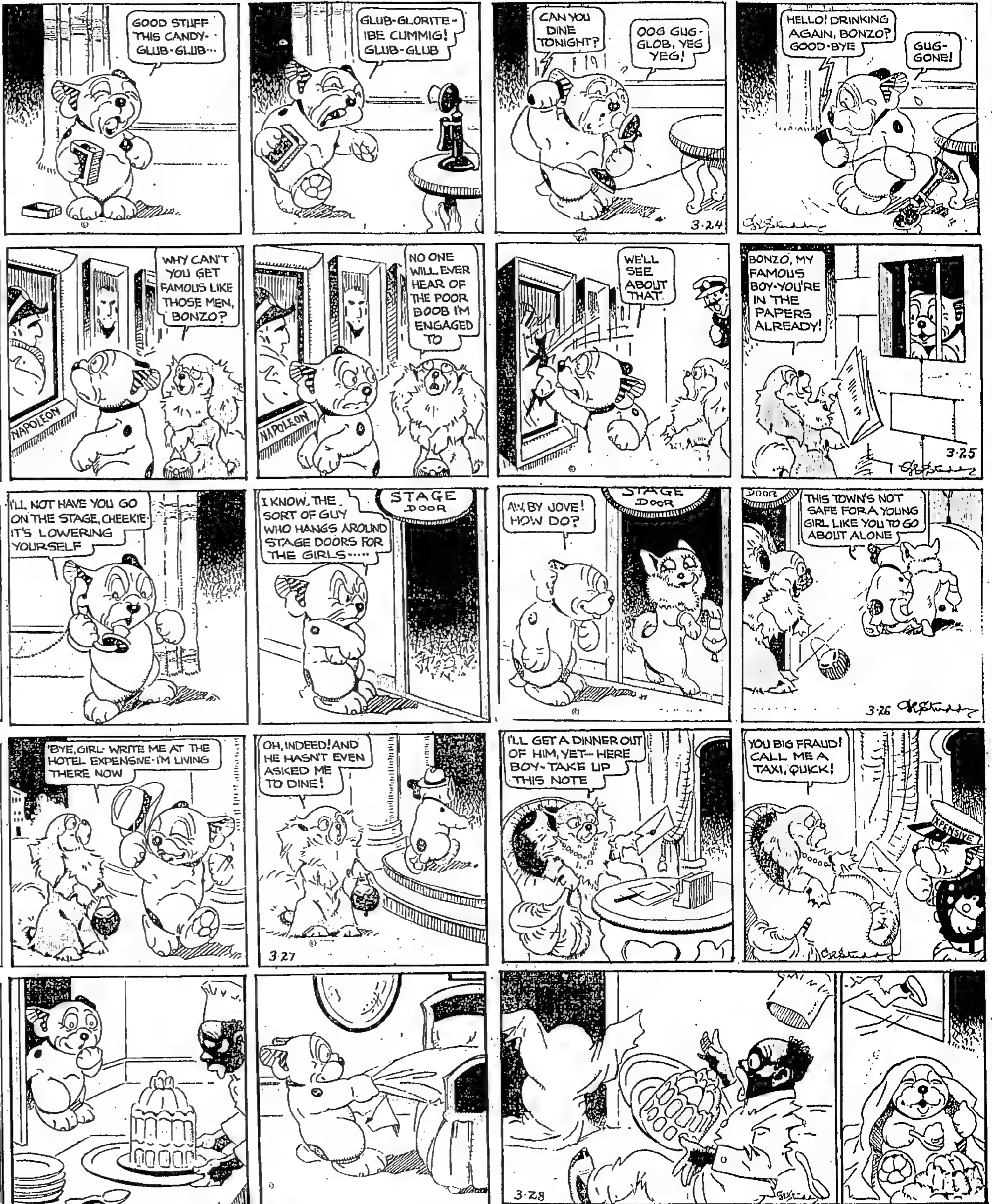
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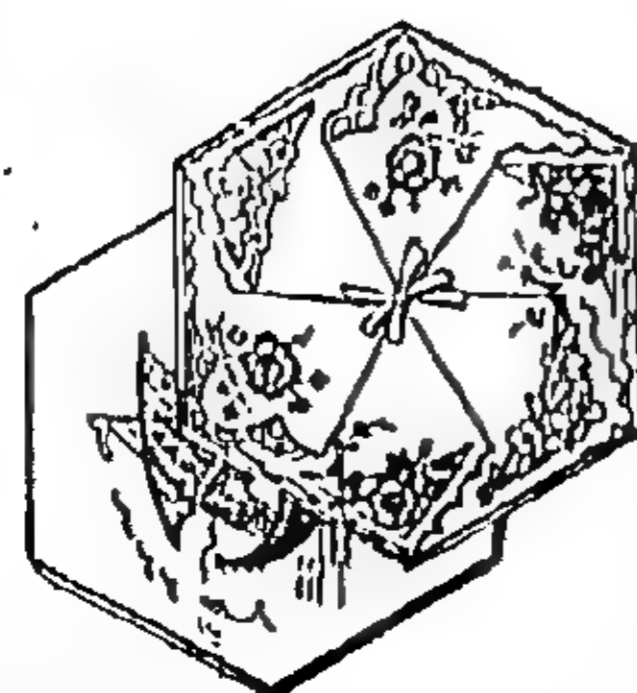


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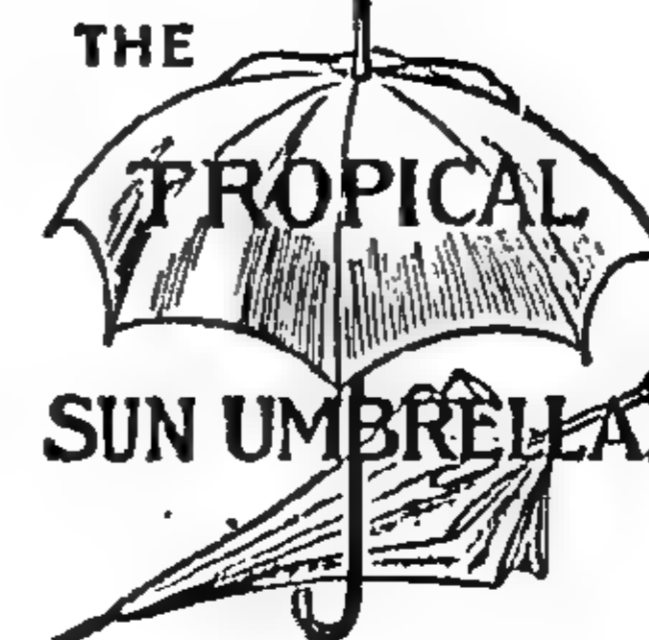
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ROUND THE GLOBE IN PICTURES

Hostess to Prince.



Lady Joan Kathleen Griggs, wife of Sir Edward Griggs, High Commissioner of East African Protectorate, who was host to the Prince of Wales when he contracted a malarial illness while on his hunting trip in Africa. Before her marriage she and her sister, were considered two of the most noted beauties in Britain.

Broadway Stage Star.



Miss Elizabeth Uphregrave, daughter of the millionaire President of the St. Louis South-Western Railway, is attracting attention in her comely role of a recent stage production. She graduated from Vassar in 1927 at the age of twenty. Her father has never objected to her stage career, although he admitted he "did not quite understand it."

Naval Adviser.



Still showing the effects of his current illness, Rear-Admiral Henry P. Jones was snapped at the Pennsylvania Station, New York City, en route to Washington, where a room was prepared for him at the Naval Hospital. Jones was senior naval adviser for the American delegation to the London Naval Conference.

In Indo-China Jungle.



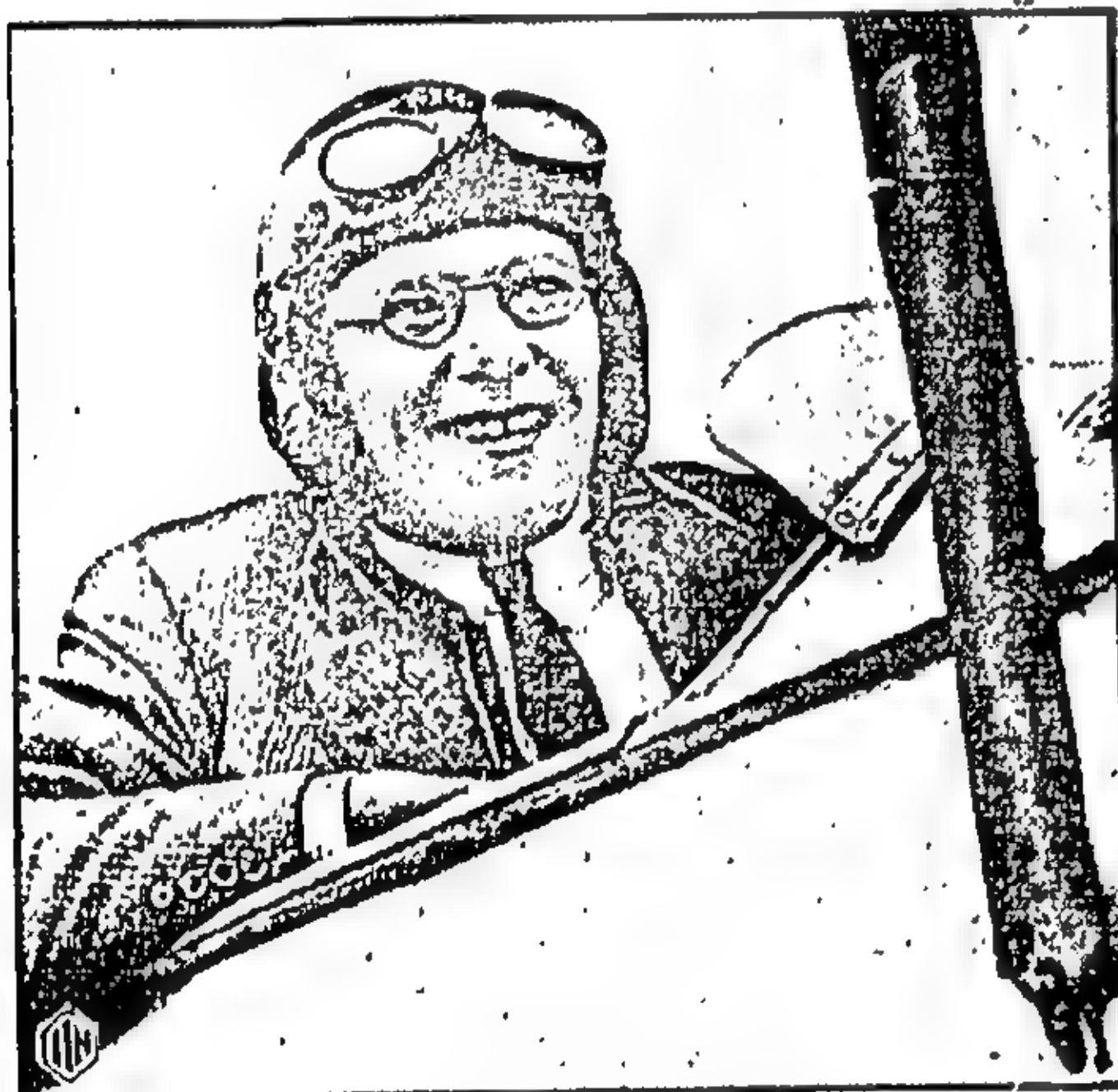
Mrs. Herman Cron is believed to have established a mark for women photographers when she snapped a photograph of a savage, living tiger in the Indo-China jungle in broad daylight. She was on a forty-day camera hunt with her husband.

Five-Power Representatives in Historical Setting.



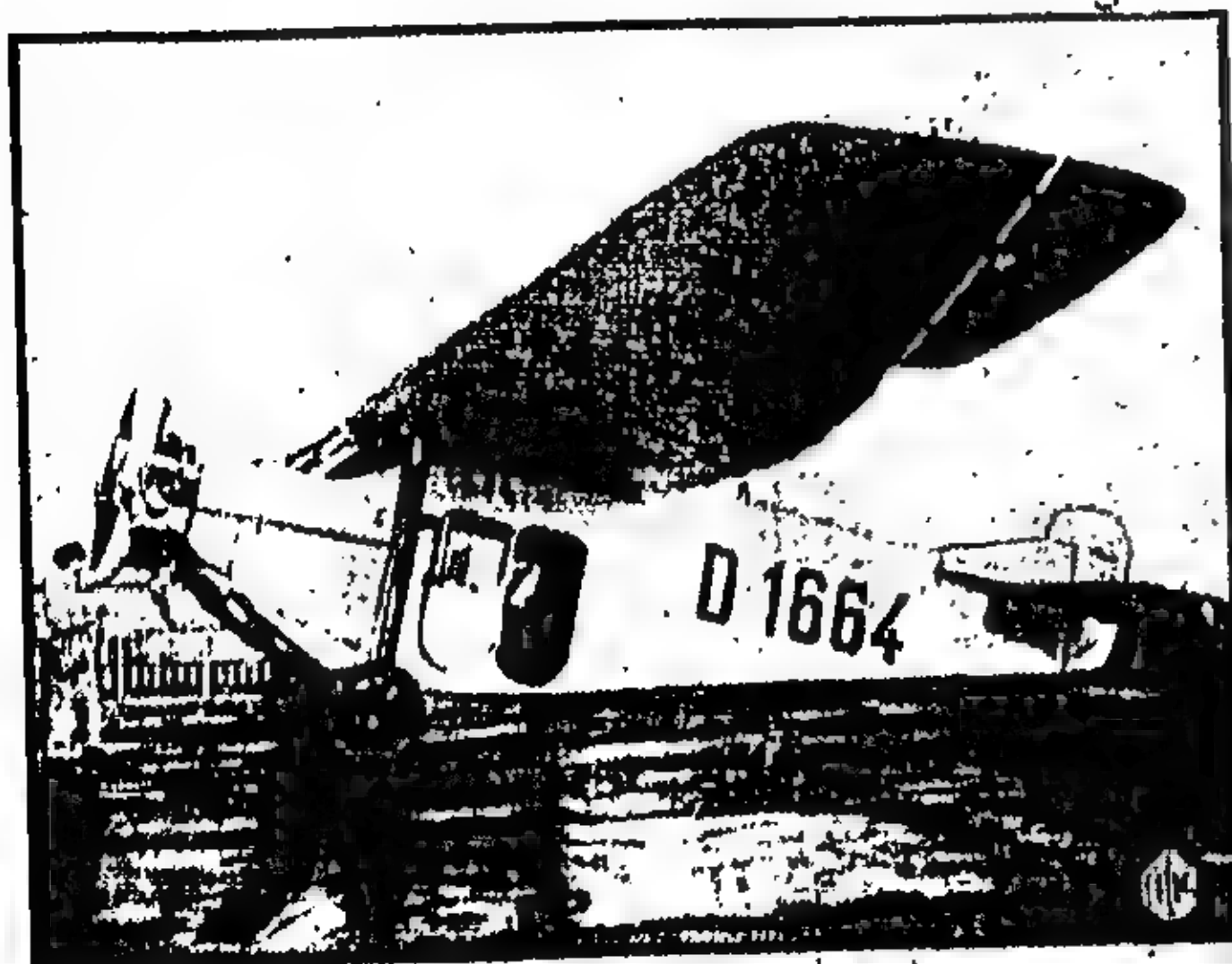
Seated under the portraits of many of Britain's sea warriors, who strove through life to keep the tradition that "Britannia Rules the Waves," assembled the representatives of five different nations of the earth taking part in the Naval Disarmament Conference in the Royal Gallery of the House of Lords. Prime Minister J. Ramsay MacDonald is shown in the centre addressing the delegation at the opening of the conference. At the extreme left in the front row are the American delegates. They are: No. 1, Dwight Morrow, Ambassador to Mexico; No. 2, Hugh Gibson; No. 3, Senator Joseph T. Robinson; No. 4, Senator Joseph T. Robinson; No. 5, Secretary of the Navy Adams; No. 6, General Charles G. Dawes, American Ambassador to the Court of St. James, and No. 7, Secretary of State Stimson; No. 8, M. Briand, veteran French statesman; No. 9, Premier Tardieu, of France; No. 10, J. Ramsay MacDonald, Labour Prime Minister of Britain; No. 11, Foreign Secretary Arthur Henderson; No. 12, Dino Grandi, leader of the Italian delegation, and No. 13, Riejiro Watazaki, leader of the Japanese delegation.

From Britain to Australia.



Francis Chichester, a comparative novice at flying, in the cockpit of the De Havilland Gipsy Moth plane in which he flew from Croydon, England, to Sydney, Australia, a distance of 13,000 miles, in 36 days. This is one day less than the time required by Sir Alan Cobham to cover the same route. Chichester is a New Zealand business man and had but three months' flying experience in Europe.

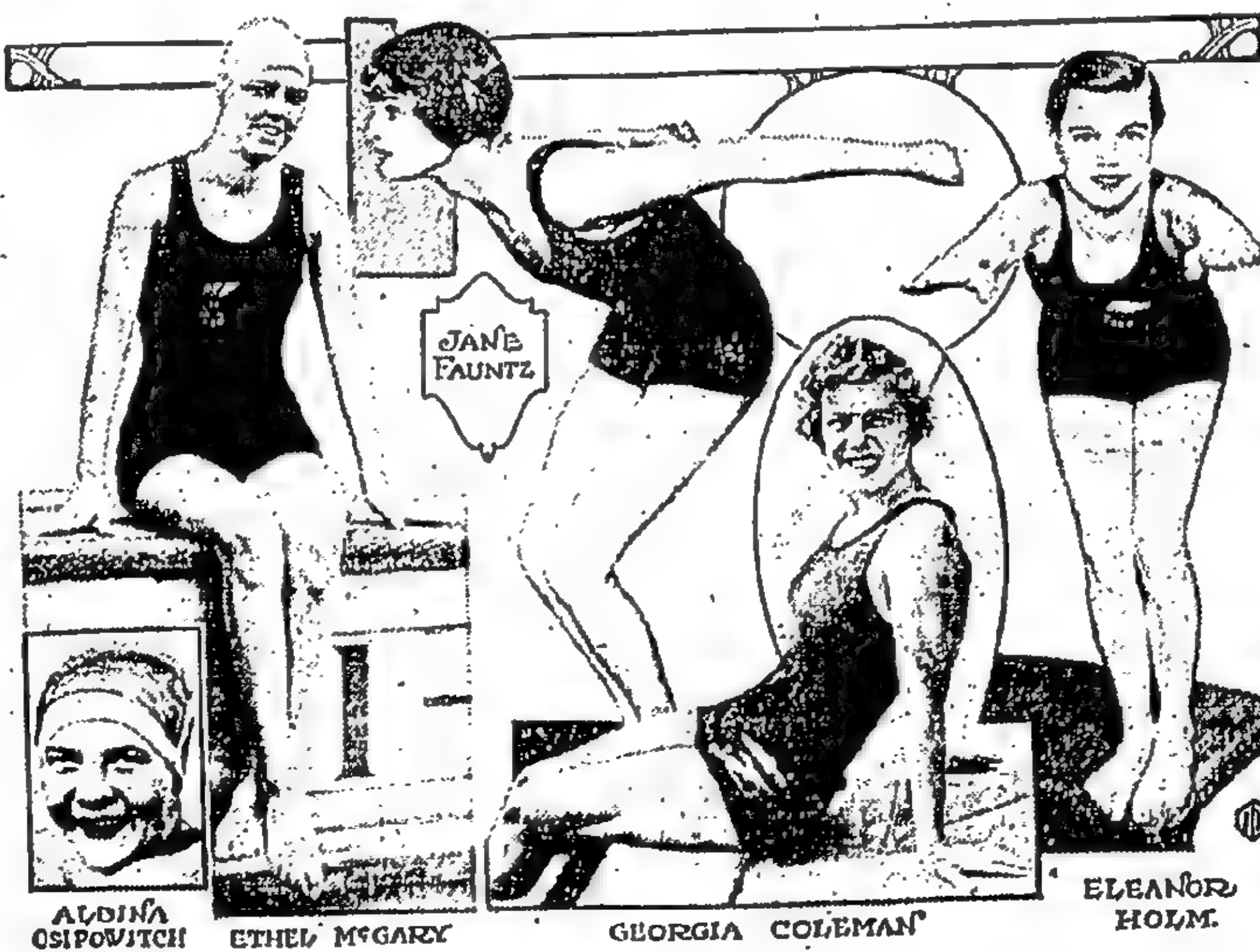
'Plane That Can't Turn Over?



Plane equipped with the new-style Fockewulf wings, which are causing something of a sensation in German flying circles. The wings are said to make it impossible for the plane to turn over under any conditions. Pilot von Koppken recently made several test flights with a Heinkel plane equipped with the new-style wings and reported that his repeated efforts to turn the craft over were futile. He used the plane shown above.

SWIMMING.

Some Fair Aspirants in America.



Channel swimming may not be the flourishing industry it used to be. But just the same, this promises to be the biggest year on record for champions and challengers who will contend for championship in the waters of these United States from the Atlantic to the mid-Pacific. According to the announcement issued by the committee of the Amateur Athletic Union several major meets will be held.

During the month of August the outdoor events will be held in Los Angeles, although Mary Quinn, of the Illinois Women's A.C., is believed to be a formidable contender for the championship. Olive Hatch, of Los Angeles; Monta Morgan, of San Francisco, and Helen Madison, of Seattle, are three of the famous West Coast swimmers who will seek national honours.

It is expected that a levy of clever women swimmers will be at hand for the Miami meet, as all of last year's Helen Madison, of Seattle, are three of the

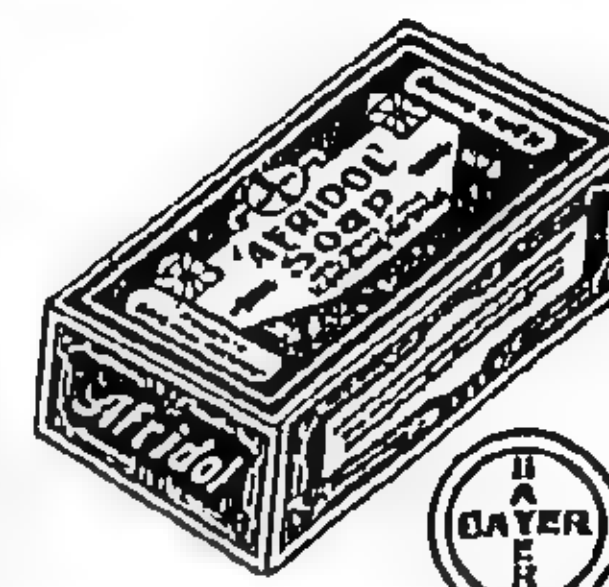
Other brilliant swimmers who will defend their titles include Eleanor Holm, of New York; Georgia Coleman, of Los Angeles, the high-board fancy diving champion, who will also essay to wrest the low-board diving honours from Jane Faunt, of Chicago, and the brilliant swimmer Agnes Gersaghy, one of the best breast stroke swimmers in the world.

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BRACELETS, ETC.

POPULAR PRICES

IMPORTERS OF DIAMONDS





MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20
To-day to Tuesday:—"So This Is College" Sally Starr, Robert Montgomery, Elliott Nugent and Cliff Edwards in the hottest, poppiest, jazziest, whoopee college picture filmed!
Wednesday to Saturday:—"The Locked Door" featuring Rod La Rocque and Barbara Stanwyck.

WORLD THEATRE

At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra
To-day and To-morrow:—"Bringing Up Father" George McManus' riotous comedy.
Tuesday and Wednesday:—"Zander The Great" Marion Davies and Hedda Hopper in an uproarious modern comedy.
Thursday to Saturday:—"The Girl On The Boat" a tremendously gripping drama of human emotions in turmoil.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20
To-day and To-morrow:—"His Lucky Day" Reginald Denny's new picture that is packed with laughs and action.
Tuesday and Wednesday:—"Tom Mix and Tony" his wonder horse in "Just Tony" the thrilling romance of an unusual horse.
Thursday to Saturday:—"Wild Orchids" a thrilling and absorbing drama of Java with Greta Garbo, Lewis Stone and Nils Asther.

"SO THIS IS COLLEGE" TALKING COMEDY.

Even if you've never seen the inside of a raccoon coat or don't know which end of a football to kick, you'll give three cheers for "So This Is College," which scores a field goal when it opens to-day at the Queen's Theatre.

This big collegiate feature is another Metro-Goldwyn-Mayer 100 per cent. talking-singing-dancing picture and easily takes the place at the head of its class in audience entertainment value. Sam Wood, who directed and co-authored the film, is largely to be credited with its success since the picture stands upon its own feet and uses no star's popularity to meet the exigencies of a critical box office.

Indeed, the cast is one almost unknown to motion picture audiences but one that decidedly will find great favour with the film fans. Robert Montgomery and Elliott Nugent, who share the leading roles, are juveniles of wide note on Broadway. Sally Starr, a new "find," makes her debut in the collegiate talkie.

Cliff ("Ukelele Ike") Edwards, known throughout the phonographic domain for his merriment blues and vaudeville gawling, plays a comedy-relief part. He not only puts his numbers over with a greater personality than on records but he turns out to be a likeable and adroit clown as well.

Sam Wood, Al Bensberg and Delmer Daves are credited with the original story and dialogue. The plot is a radical one and dares to make the heroine a snubby little campus vamp who almost wrecks a wonderful friendship between the star football pair and loses the championship for dear old U.S.C.

The big football game, filmed in the Los Angeles Coliseum with a hysterical crowd of 100,000 fans wildly cheering for the Trojans or Stanford, is the dramatic climax of the picture.

No mention of the whoopee sequences would be complete without dwelling upon the ratchety and tuneful music numbers that abound in the picture. We predict that "Campus Capers" will take the place of the "Black Bottom" and other collegiate stomps.

Harry Keno, famous "Living Skeleton" of circus fame, now appearing in the show with Lon Chaney in Metro-Goldwyn-Mayer's "The Unholy Three," eats five meals a day. But the meals consist of a cracker and two ounces of milk.

"LOOKED DOOR" IS TALKING FILM HIT.

"The Locked Door," which will open at the Queen's Theatre on Wednesday, appeals to the reviewer as one of the most entertaining and enjoyable talking pictures shown locally for many months.

Throughout a background of vivid action, with floating drink palaces, police raids and a murder, a beautiful romance is intelligently woven with tense drama and fast action. The whole is pleasing and amusing, divertissement and demonstration more than any film of recent times. The great progress the talkies have made towards their ultimate goal of perfection.

The picture's boast of an all-star cast is well justified in the performances of Rod La Rocque, Barbara Stanwyck, the stage star of "The Name" and "Barbarian," William Boyd, the dynamic star of the play, "What Price Glory," and pretty Betty Bronson. These four stellar players lend a quiet realism to their parts that is a welcome innovation.

Mack Swain, Zasu Pitts and Harry Stubbs are splendid in their comedy roles, and Harry Mestayer as the district attorney provides a very personal representation of truculent officialdom.

The story of "The Locked Door" concerns the adventures of a young woman who is innocently caught in the meshes of a rotter, marries another and is forced into a compromising situation with the man to save the honour of her sister-in-law. There are many dramatic moments in the picture. One of the best occurs when Miss Stanwyck, as Ann Reagan, attempts to take the blame for La Rocque's shooting. Her husband, William Boyd, takes the blame upon himself.

"The Locked Door" is a United Artists picture, directed by George Fitzmaurice. It is highly recommended.

STAR

SPECIAL ATTRACTION

"SANDO"

THE POCKET HERCULES

In feats of strength

DON'T FAIL TO SEE

THE BED OF NAILS FEAT

SUNDAY & MONDAY AT 5.30 & 9.20 ONLY.

CHANEY BEGINS WORK IN "THE UNHOLY THREE," FIRST M-G-M TALKING ROLE.

Using five separate voices, in the most ambitious "first talkie" ever attempted by a star, and planning to repeat the performance in Spanish after the English version is completed, Lon Chaney has started camera work on "The Unholy Three," his first speaking vehicle.

Not only does Chaney speak, but he also does a ventriloquist act, working with the dummy in an actual feat of ventriloquism, an art learned in his youth on the stage. Chaney has always kept in practice in ventriloquism, using it to amuse guests at parties at his home.

And incidentally, "The Man of a Thousand Faces" will also sing in the production. This will not be a theme song, however. As a part of the act he'll make the dummy sing "Sweet Rosie O'Grady."

Chaney's preparations for his role at the Metro-Goldwyn-Mayer studios start with the assembling of the disguise of the old woman and careful recording of test records of the feminine voice, in which he imitates the owner of the pet shop and the parrot.

"I had never tried a woman's voice on the stage," said Chaney, "but had always had the idea that it could be beat done, not by a squeaky falsetto, but by lowering the natural voice and speaking softly and precisely. It was amazing to see how accurately this did the trick in the microphone."

"My first voice tests were the hardest things in the picture, not that we could see whether or not they were possible. Once we succeeded in recording a good woman's voice record I knew that the rest of the tricks would be fairly simple."



TO-DAY TO TUESDAY

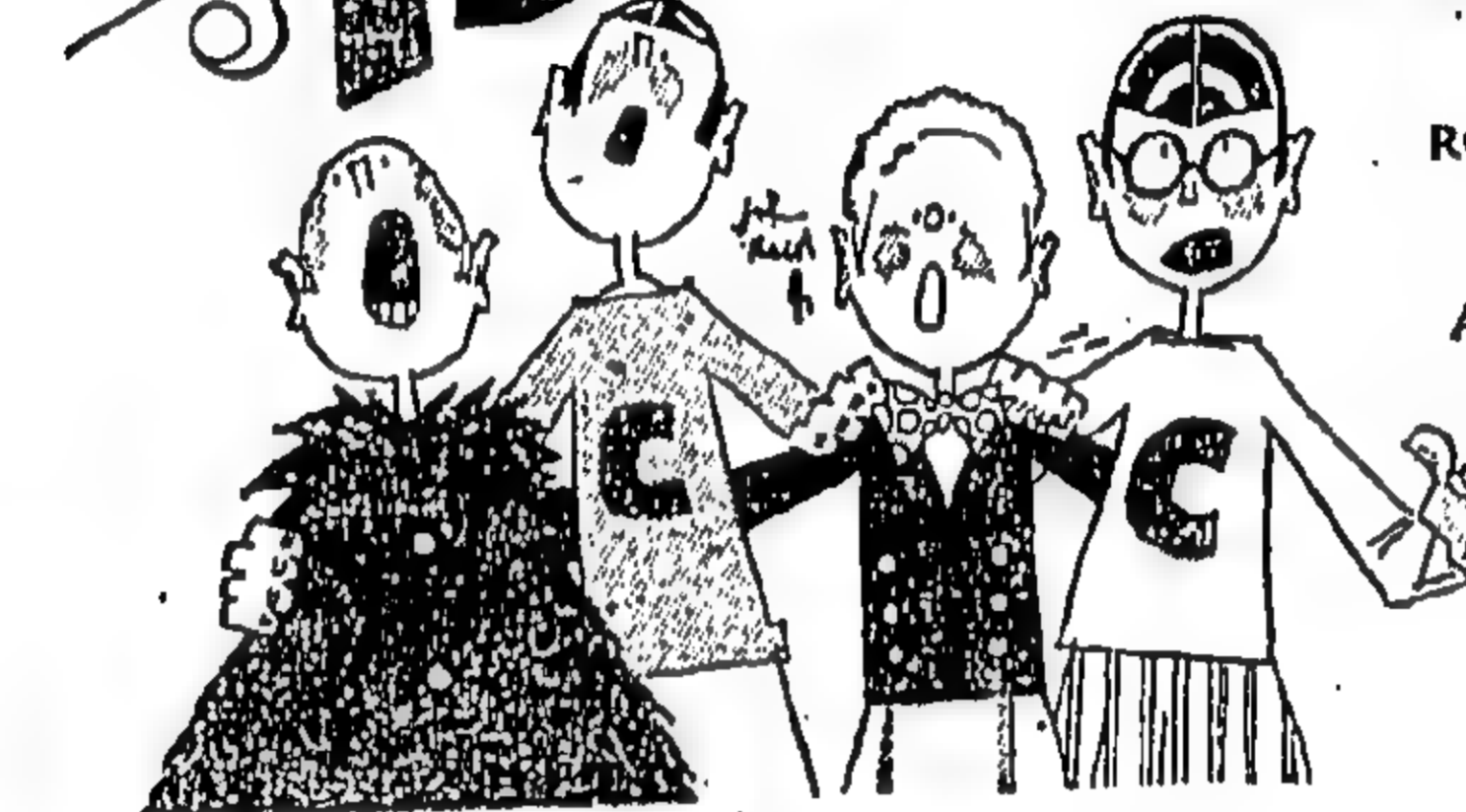
THE COLLEGIATE LAUGH RIOT!

Song hits! Dances!
Fun! Football!
Flappers!



Metro-Goldwyn-Mayer
ALL TALKING PICTURE

with
ELLIOTT NUGENT,
ROBERT MONTGOMERY,
CLIFF EDWARDS,
SALLY STARR
A SAM WOOD Production



HAILED as the perfect picture of the Talking—Singing—Dancing—Laughing Screen! It Has Everything!

THE SONGS YOU'LL WHISTLE:

CAMPUS CAPERS
I DON'T WANT YOUR KISSES
(If I Can't Have Your Love)
UNTIL THE END
SOPHOMORE PROM
COLLEGE DAYS

DON'T FAIL TO HEAR

UKELELE
IKE!

FOX MOVIE TONE NEWS

Re-assembling of U.S. Congress.
Dr.'s immense flying boat's trials.
End of Autumn racing in Maryland.

Jugo-Slavia's open air lace factory.
Locomotives in "hospital".

WEDNESDAY TO SATURDAY

A Woman's War With A False Lover.



ROD LA ROCQUE
BARBARA STANWYCK
WILLIAM BOYD
BETTY BRONSON

A George Fitzmaurice PRODUCTION

Modern night life with its "Whoopee" hints, Jazz-mad revellers, laughter and headaches.

The master talking picture of the times, crammed full with intense drama and dynamic action.

FAMOUS CARTOON FIGURE IN FILMS.

The world's funniest famous family, the Jiggs of comic-strip renown, will bring their riotous squabbles and reconciliations to the World Theatre to-day when Metro-Goldwyn-Mayer presents them on the screen in a Cosmopolitan production, entitled "Bringing Up Father." It is a rollicking comedy and brings to film audiences the comic comedy team, Polly Moran and Marie Dressler.

The picture is a literal adaptation of George McManus' famous cartoon. Polly Moran plays Maggie, the redoubtable wife of Jiggs, and Marie Dressler takes the role of Mrs. Dinty Moore. James Farrell McDonald, well known character actor, is Jiggs. Gertrude Olmstead, who came to the screen by way of a beauty contest, is the Jiggs' beautiful daughter.

The picture begins when the Jiggses, steerage passengers from Dublin, arrive in America in company with the Dinty Moores, and takes them up to the time they attempt to high hat their corned-beef-and-cabbage origin in their entertainment of nobility at a Long Island show place.

Ruth Chatterton, who sings in "The High Road," and Lon Chaney take much pleasure in joking about their songs these days, for Chaney sings in his first talkie, "The Unholy Three," contributing "Sweet Rosie O'Grady" to the ventriloquist act.

Greta Garbo's dramatic emotionalism reached such heights during the filming of a scene for "Romance," her new Metro-Goldwyn-Mayer talkie, that she burst into real tears, spoiling her makeup and stinging her eyes with mascara.

Did you know that—
The lingerie worn by Joan Crawford in "Our Blushing Brides" cost \$150 per garment?

REGINALD DENNY IN NEW SCREEN COMEDY.

A New Reginald Denny photograph is at the Star Theatre and advance reports indicate that it is the most hilarious of that comedian's long list of screen farce-comedies. It is entitled "His Lucky Day," and was made for Universal under the direction of Eddie Cline, reputed past master of fun films. It is from an original story by John B. Clymer and Gladys Lehman, veteran photo-dramatists.

Denny plays the role of a young real estate dealer who tries to sell two adjoining mansions to his sweetheart's father. The old man is to live in one of them. The other is for—well, give a guess. Instead, the prospective father-in-law only rents one of the houses. A gang of society crooks rents the other. Then the trouble begins, especially when the crooks single out their wealthy neighbour for their depredations, with Denny enacting Hall Columbia in all sides. But the girl, played by pretty Lo Rayne Du Val, is worth fighting for, so Denny pitches in, bring the crooks to justice, saving the girl and, by a clever twist, jockeying her father into the purchase of the twelfth homes.

In the supporting cast are such popular players as Olla Hylan, Eddie Phillips, Clary Fitzgerald, Harvey Clark and Tom O'Brien. The screen farce is thus unusual in having three well known comedy stars teamed up, Denny, Hylan and Clary Fitzgerald. Tom O'Brien also contributes a large share of the humour.

Lo Rayne Du Val, the heroine, is playing her first important screen role in this comedy. She is heralded as a great motion picture "find" because of her good looks and acting ability.

"WILD ORCHIDS."

Greta Garbo in Her Most Romantic Role.

STORY OF JAVA.

Greta Garbo, tense drama and a background of romance, are the three things which distinguish "Wild Orchids," Metro-Goldwyn-Mayer picture which will be shown from Thursday to Saturday at the Star Theatre.

"Wild Orchids," directed by Sidney Franklin from an original story by Joan Colton, is an admirable vehicle for Greta Garbo's unusual talents. Cast as a misunderstood and neglected wife, Miss Garbo imbues the part with all the ardour she displayed in her interpretation of Anna Karenina in "Love."

If anything, Miss Garbo proves to be more beautiful in this film than she has ever been before. In one scene, dressed in the revealing costume of a Javanese bride and standing on a moonlit balcony, Miss Garbo appears as an unearthly figure of loveliness. Her splendid acting, the intelligence with which she interprets a difficult role, and her all-surpassing beauty in this picture will undoubtedly make many new admirers for the lovely Swedish star.

The story, although built up about "the eternal triangle" is fresh and interesting, and has been well told on the screen. Lillie Sterling (Miss Garbo), the wife of an American business man, engrossed in his own affairs, leaves with him for Java, where he plans to buy coffee plantations. On shipboard, Lillie meets Prince de Gace (Nils Asther), a Javanese noble, who determines to win her love. Lillie is repelled by the savage characteristics which the Prince displays at times, and yet fascinated by his suave good looks, and his ardent love-making. Her husband, played by Lewis Stone, is unaware of what is going on, and eagerly accepts an invitation to the Prince's palace in Java. Here, through a series of slight accidents which he has managed to create, De Gace forces his love upon Lillie. Sterling discovers Lillie's unfaithfulness, and at a tiger hunt secretly empties the cartridges from De Gace's gun, leaving the Prince defenseless before the onrush of the tiger. At the last moment, Lillie intercedes for the Prince, and Sterling fires a shot which stops the tiger before he can kill De Gace. In the encounter, De Gace has been badly mauled, and it is necessary to take him back to his palace. There, Sterling decides to leave Lillie with the Prince, and secure a divorce. She convinces him, however, that, despite her momentary unfaithfulness, she still loves him and earns nothing for the Prince.

The newlyweds, George Hill and Frances Marion, are leaving for a Chinese honeymoon this week. Bon voyage, George!

Marie Dressler also is planning an ocean trip. She is heading for Europe.

Mrs. D. Fairbanks (nee Pickford) gave her husband a new silver for his birthday and he checked up right away to see if it had any cylinders missing.

Kathleen Key is back in town. Willie Hatnes bought a new china set for his house.

Victor Sennstrom is going back to Stockholm to wire his theatres for sound.

QUEEN'S

Harry Richman

PUTTING ON THE RITZ



COMING SHORTLY.

STAR OF "ZANDER THE GREAT" TELLS HOW SHE KEEPS SLENDER.

Every movie star has her pet reducing method. Those of them who have suddenly found themselves getting in the pleasingly plump class quickly manage to snap out of it, while those with delightfully slender figures continue to keep the divine forms for which they are famous.

How do they do it?
Marion Davies, the star of "Lander The Great" the attraction at the World on Tuesday, for instance, is a firm believer in physical exercises which are not too strenuous or tiring as a means of keeping a perennially youthful figure. In addition to the regular daily dozen and simpler exercises, she is a strong advocate of rope skipping to keep the pounds down and the spirit up.

"It's quite a simple matter to use the rope-skipping exercise for three or four minutes each morning in the garden or in your room if you cannot exercise in the open," says she. "You'll be surprised what a world of good this exercise does toward keeping a slender, graceful figure."

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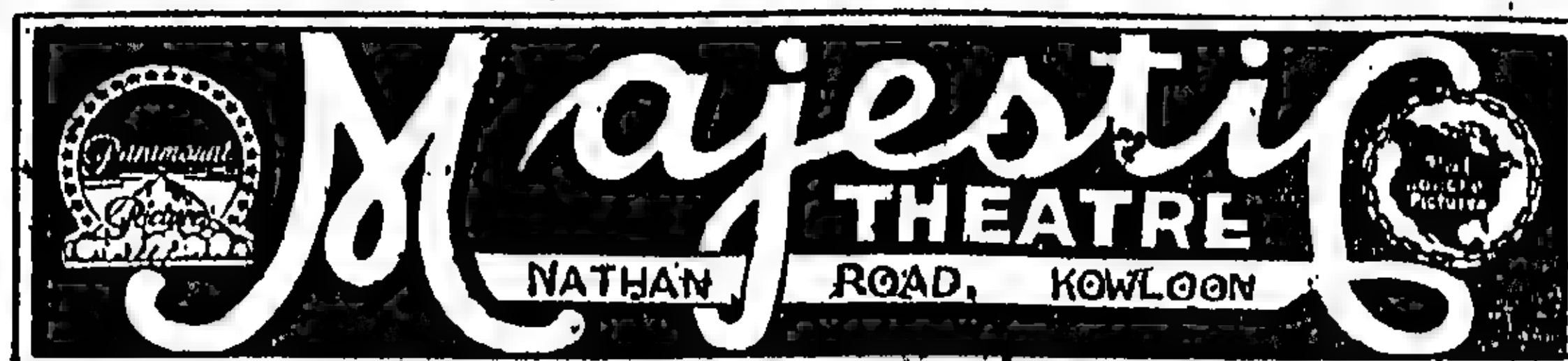
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Daily at 2.30,
5.30, 7.20 & 9.20 p.m.
Special music at 5.30 & 9.20 p.m.



All pictures shown
in this Theatre have
not been shown locally before.

Commencing Wednesday.

TO-DAY TO TUESDAY

COMING!



A thrilling picture story as
peppy as an untamed bronco
—as fast as a speeding
bullet—as entertaining as
Priscilla Dean and her sup-
porting artists make it—and
that is saying a good deal—
don't miss it.

Manhattan Cocktail

A Paramount Picture

Mixed a beautiful, stage-struck
girl with two men—one good, one
rich. Add Broadway's Gayeties,
heartaches and temptations. And
you have a tingling, refreshing,
1930-style Manhattan Cocktail.
A gripping tale of the real, puls-
ing life behind the gilded curtains
of make believe in the theatre.
Red-headed Nancy Carroll, hand-
some Richard Arlen as two like-
able youngsters who find the Gay
White Way to Success a tough
but thrilling road to travel.



intoxicating
irrepressible youth!

also
She's Going Sailor

A Paramount Christie Comedy.



EMIL JANNINGS
IN AN ERNST
LUBITSCH
PRODUCTION
The Patriot
FLORENCE VIOR
LEWIS STONE
NEIL HAMILTON
A Paramount Picture

BETRAYED into
the arms of the
czar! All the
fearsomeness of
this mad monarch
arrayed against a
lovely defenceless
woman. Jannings
as the crazy czar of
all the Russias,
hated, feared,
catered to, flatter-
ed but never loved.

SECRETS OF CHARM.

**'Beauty Isn't Skin Deep,'
Says Marian Morgan.**

There is hope for the girls whose
figures are not even in the same
column with those of the "perfect
80's." There is a bright future in
store for the girls whose faces do
not compare with those on the
magazine covers. Marian Morgan,
who has endowed with irresistible
charm and attraction thousands of
girls and women in her dancing
classes, says that beauty isn't skin
deep.

"Cleopatra, Helen of Troy and
the rest of the women who rank in
history as the most stunning crea-
tures of their time and who brought
Emperors to their knees were not
unusually good looking," she says.
Any girl or woman can make her-
self irresistible to the opposite sex
if she will take the trouble, in the
opinion of Miss Morgan.

"Cleopatra is typical of all the
women who have commanded the
hearts of men," she says. "She
was interested in big things, not in
trifles, in politics, and affairs of state
she was charming and witty. She
had a depth of feeling and a sense
of understanding."

"The girl who studies harmony
in dress and surroundings, who is
willing to work to achieve an un-
derstanding mind as well as a grace-
ful body need never worry about
being a wallflower."

Fifty of the most stunning girls
in Hollywood, capital of the world's
feminine loveliness, take part in the
spectacle arranged by Miss Morgan
for "Manhattan Cocktail," which
will be the feature attraction at the
Majestic Theatre, Kowloon.

VETERAN ACTOR.

**Wants Roles With
Clothing.**

Hert Woodruff, veteran actor,
like roles where he can wear a full
attirement of clothes. For this reason
he is particularly fond of his assign-
ment in "Manhattan Cocktail," the
Richard Arlen-Nancy Carroll picture the
Majestic Theatre is showing to-day to
Tuesday.
Hert took an aversion to parts re-
quiring scanty clothing when he ap-
plied for his first screen role. The
wardrobe man handed him a piece
of white calico a yard square.
"What's that?" asked Bert.
"Your costume," said the wardrobe
man.
"Keep it," replied Bert. "I
don't want the job."
So he was given a long, heavy
velvet robe instead and by noon the
sun was boiling down and raincoat
set in.
"In "Manhattan Cocktail," a
story of backstage life, Woodruff is
the stage doorman.

WOMAN DIRECTOR.

**Secures Large Theatre
for Film.**

A theatre larger and better equip-
ped than most of the show houses
on Broadway was taken over by the
Paramount studio in Hollywood
during the filming of the "Man-
hattan Cocktail," the backstage story
co-starring Nancy Carroll and
Richard Arlen which will show at
the Majestic Theatre to-day.

Feet that can't stay still while
there is music playing are respon-
sible for Danny O'Brien's being in
motion pictures. Natural acting
skill, a slow, genial Irish smile and
a great deal of ambition were the
stepping stones with which he won
his way to the important part in
"Manhattan Cocktail," the current
Majestic Theatre attraction.

BIG "KICK."

**Starts Screen
Star.**

Nancy Carroll got her first big
screen chance as a result of a big
"kick." She was in the midst of
an argument with the doorman at
the Paramount Studios when Anne
Nichols, author of the famous
"Abie's Irish Rose" who was
passing, was attracted by her
waving red hair and her flashing
blue eyes. The title role in the
screen version of this famous play
resulted. As a consequence to her
success in this picture she was co-
starred with Richard Arlen in
"Manhattan Cocktail," the attrac-
tion at the Majestic to-day.

WRESTLING.

**"Manhandler's"
Asset.**

Manhandling villains and heroes
before the camera is no particular
task for Paul Lukas, the noted
Hungarian actor, who came to
Hollywood to appear in Paramount
pictures.
Lukas represented his country in
the heavyweight wrestling division
of the Olympic games held in
Stockholm in 1912 and has kept up
the practice of the muscle straining
art ever since.

In addition, he is a strong sub-
fencer and his arms are as sturdy
as those of a steel worker.
The handsome European actor en-
gaged in two skirmishes in Para-
mount's stage story, "Manhattan
Cocktail," which co-stars Nancy
Carroll and Richard Arlen. One of
his hand-to-hand engagements is
with Arlen, himself a first class
boxer, and the other with Danny
O'Brien, who has tackled half of
the ring's professional champions in
gymnasium workouts.

"Manhattan Cocktail" is a back-
stage story of Broadway from the
pen of Ernest Vajda. It is being
featured at the Majestic Theatre to-
day to Tuesday.

CURIOUS VISITORS.

**Given More Than They
Sought.**

Hundreds of visitors made special
trips to the Paramount studio to
watch Dorothy Arzner, the only
active woman director in the mov-
ing picture industry, film scenes for
"Manhattan Cocktail," the Nancy
Carroll-Richard Arlen co-starring
melodrama which the Majestic
Theatre will show this week.

Some of the visitors insisted they
were interested in seeing the woman
director transform the story by the
internationally known author,
Ernest Vajda into real moving
pictures. Others admitted, how-
ever, that they were more particu-
larly interested in watching Nancy
Carroll's lively portrayal of the
stage-struck college girl and still
others had eyes only for the splen-
did dancing by the large group of
Marian Morgan performers.

Whatever the visitors went to see
they saw and they saw in addition,
a fast-moving and youthful "Man-
hattan Cocktail" which unfolds
with a verve that has made it popu-
lar wherever it has shown.

WOMAN DIRECTOR.

The Director of "Manhattan
Cocktail," Dorothy Arzner, is the
only active woman director in
Hollywood. She gives the picture
a publicity angle that is a "natural"
and she knows her business from
the artistic and box office stand-
points. She does some splendid
work in this production and she does
it on a big scale.

The Author of "Manhattan
Cocktail" is none other than
Ernest Vajda, internationally known
playwright who has been identified
with several of Adolphe Menjou's
best pictures. He has written a
story of New York's stage life which
has a big "kick."

The Cameraman for "Man-
hattan Cocktail" was Harry
Fishbeck.

The Location of "Manhattan
Cocktail" is New York backstage.
The settings are authentic and a
large Los Angeles theatre was ren-
ded for the filming.

ON BROADWAY.

**Modernistic Settings in
Paramount Story.**

Hotter'n hot! Newer'n now!
That's the best modernistic descrip-
tion of the newest modernistic
architecture which has seized
American fancy and which motion
pictures are helping blaze its way
into full favour.

The first modernistic settings
shown on the screen were designed
and constructed for Florence Vidor's
Paramount vehicle, "The Magnifi-
cent Flirt." The fact that exhibi-
tors reported hundreds of "re-
penters" among their women
patrons who wanted another glimpse
of the unusual settings probably
has had something to do with Para-
mount's decision to introduce more
of them.

The Nancy Carroll-Richard Arlen
co-starring production which
Dorothy Arzner is now directing at
the Paramount studio in Hollywood,
contains three rooms that are a few
syllables beyond the last word in
modernism.

A bold gracefulness marks the
rooms in this picture, representing
the apartment of Lilyan Tashman.

The boudoir contains only a few
articles of furniture, a small red
dressing table before a long oval
unframed mirror, a low bed on a
six inch platform receding into the
wall 10 inches, a chaise longue and
two extremely low chairs with high
circular backs and sides.

The lounge room is also simply
furnished. A soft mauve carpet
furnishes a restful contrast with soft
gray walls. All three walls contain
high, narrow recesses containing
shelves for books and ornaments.
At one end in a small, formal fire-
place. There are two chairs lounges
and a few other simple low pieces
of furniture.

The third room is complemented
by an arched patio containing a
single marble bench. This bench
looks in upon the room itself. The
principal article of furniture is a red
and gold grand piano.

Modernistic electric lamps with
huge translucent glass bases, rest on
the piano and a low, squat writing

HERO OR VILLAIN—?

**He Keeps 'Em
Guessing.**

There is one actor in Hollywood
who does not carry a label with him
on the screen.

In other words, the audience does
not know the moment he appears
in a scene whether he is a hero or
the villain.

The exception is Paul Lukas, noted
European actor, who was brought to
Hollywood by Paramount. Lukas
is a hero in one picture and a villain
in the next. This rocks to the
benefit of the screen stories in which
he plays, for it helps materially in
building suspense.

The European's latest role is that
of a theatrical producer in "Man-
hattan Cocktail," the Nancy
Carroll-Richard Arlen co-starring
picture, which will open at the
Majestic Theatre, Kowloon, to-day.

HISTORIC RESEARCH

**Prove Valuable to Movie
Sequences.**

An intimate view of the world's
most advanced civilization 5,000
years ago is given in "Manhattan
Cocktail," the Nancy Carroll-
Richard Arlen co-starring produc-
tion which the Majestic Theatre is
showing from Monday to Tuesday.

Recent discoveries unearthed on
the island of Crete by a German
historian have made it possible to
present what is believed to be an
accurate picture of the Cretans,
then rulers of all the known world.

This portion of "Manhattan
Cocktail" runs about ten minutes
and serves as a prologue to the
story which is a modern one laid in
Broadway's backstage life. The
prologue includes a large cast with
scores of Marian Morgan's beautiful
and noted dancers.

desk. Six foot book shelves on one
side of the room are recessed only
a few inches and extend eight inches
from the wall.

BROKEN LEG.

**Breaks Into the
Pictures.**

Richard Arlen is the only actor in
Hollywood who broke into the movies
with a broken leg.

The young Paramount leading
man, now playing the most im-
portant series of roles of his screen
career was carried into the studio
to which he has been under contract
for three years, on a stretcher.

Unable to get over extra work,
he had taken a job-delivering film
on a motorcycle. Just outside the
Paramount studio he had an
accident, resulting in a broken leg.
It was while in the hospital that
he met the people who later gave
him work as an extra.

Arlen scored heavily in Clara
Bow's "Ladies of the Mob," and
in the epic of hoboism, "Beggars
of Life." His most recent screen
role is that of the young playwright
in "Manhattan Cocktail," the story
of life behind the scenes on Broad-
way, which the Majestic Theatre
is showing from to-day to Tuesday.

SNAPPY TITLES.

**Describe Latest Back-
stage Movie.**

"Mix a beautiful girl with two men
—one good, one rich. Add Broad-
way's gayeties, heartaches and
temptations. And you have a
tingling, refreshing, 1928-style
"Manhattan Cocktail."

This is the way the sparkling
backstage melodrama in which
Nancy Carroll and Richard Arlen
co-starred is described by the title
writers. This is the biggest step
upward for these two Paramount
players and, according to advance
information, they are the biggest
things found in moving pictures in
a long time.

In addition to the two stars,
"Manhattan Cocktail," which the
Majestic Theatre will show this
week, has several sequences in
which Marian Morgan's beautiful
dancers show off to good advantage.

Simple Safe Certain

There is a simple, safe and certain way to get rid of the tired feeling and irritability caused by the worry and hustle of life in the tropics.

The vital principle of health is "Ostelin" vitamin D which will increase your resistance to fatigue, banish depression and make life really worth while.

Men and women and children of all ages gain lasting benefit from this new preparation of vitamin D upon which health so largely depends.

OSTELIN

Vitamin D Concentrate

makes you fit and keeps you fit

SOLD IN THREE FORMS

OSTELIN LIQUID particularly for babies. Many times more potent than the finest cod-liver oil.

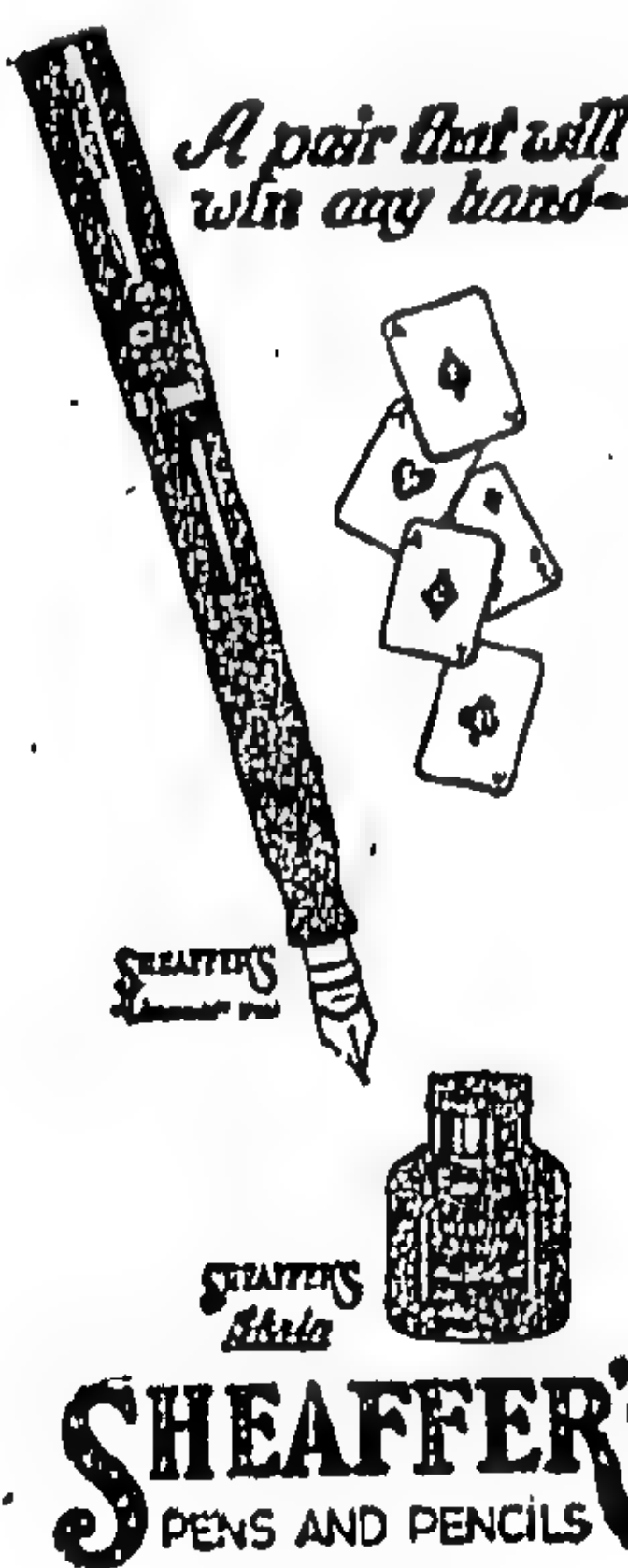
OSTELIN TABLETS for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

Obtainable from any dispensary or compare line store

AGENTS

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W. R. Leaser & Co., Hongkong.
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Sole Distributors:—
THE SUN CO., LTD.

KOWLOON NOTES.

Kowloon Golf Club.

Things out Kowloon City way where the Kowloon Golf Club is the affairs of the club and the pro-concerned seem to be flourishing. sent appearance of the course being both on the healthy side. The entries for the various competitions held during this season have been better than ever, and the high handicappers. Not a few consider the maximum handicap, out the City way, a bit too high for a course of this length and many will agree that the dropping of a few strokes to a reasonable figure will be appreciated all round. The course is in good condition and a vast improvement is noticeable since it first was opened.

It is thought expedient to increase the hazards on the course (although some may remark there are enough already) and further bunkering will be proceeded with immediately.

The last competition of the season, the Summer Cup, the first round of which will be played to-day, looks a very open event but it is too early yet to predict the winner. Looking through the list of those who qualified, it is interesting to note that the high handicap member is very much to the fore, and only one player with a low handicap managed to fit for the sixteenth place.

Light Aero Club.

The Light Aero Club's hangar is nearing completion. It is situated on the eastern side of the Kai Tak Aerodrome. Mr. Wong Kwong-tin's house, half way of over the 'drome, is to be used, the clubhouse being on the lower floor, and a residence for the official pilot on the upper floor.

house, half way over the 'drome, Bus Company's Enterprise. The China Motor Bus Company are building new premises in Prince Edward Road, next door to Sir Robert Ho Tung's Theatre. The old premises are being vacated on account of the lack of space and the distance from the main routes.

Band Concerts.

The question has often been asked: Why are there no public band performances in Hong Kong? Here we have a large community and little warm Summer evenings. Why is entertainment provided for the

where the people can gather to enjoy good music in the open air? There is, in fact, no need to create a Public Band. At the present time we have two or three Military Bands available, whose band masters are willing to co-operate in any way possible. Where then is the difficulty? It is quite candid the chief difficulty appears to be the want of a lively community feeling. By way of illustration consider what happens at a place like Kunda Lumpur. There you have the central "Padang," the recreational focus for the city, and after dinner the cars arrive from all quarters and the people meet. At special intercourses around the spacious Selangor Club house, promenade on the green or sit and listen to the native band. The life of Hong Kong seems to be too broken-up. There is no rallying point for the whole Colony. Several attempts were made to promote Band Concerts in Hong Kong but the results were discouraging. The music was excellent but even a first-rate Regimental Band has not the magnetic power to draw a crowd where the gregarious instinct is lacking.

It appears that the Government of Hong Kong is sincerely anxious to establish a regular series of Public Band Concerts somewhere in the Colony and has offered an initial subsidy for the purpose to the Kowloon Residents' Association, with a request that the organization of the concerts be carried out by this body. The offer has been accepted and the place and date of the first concert have been fixed. The Band of the 2nd Battalion of the Argyll and Sutherland Highlanders has been engaged to play from 9-11 p.m. at the Kowloon Football Club, Chatham Road, on Wednesday next. Admission is free, but the small charge of 20 cents will be made for a seat.

In Kowloon there is a large nucleus of persons to whom the opportunity of hearing first rate music makes a strong appeal and who at the same time appreciate the chance of foregrounding with friends and neighbours. It is friendly intercourse. It is hoped that large numbers from both sides of the harbour will make this first Public Band Concert such a success that the promoters may be encouraged to continue the series monthly throughout the year.



Lord Balfour.

Police and Sweepstakes.

In the House of Commons the Home Secretary, Mr. Clynnes, made a statement about the police attitude towards sweepstakes which should be read, marked, learned and inwardly digested both by the police authorities and secretaries of clubs. Mr. Clynnes said that



Mr. J. R. Clynnes.

he understood that henceforth the Stock Exchange sweep would be of a purely private character. If it was conducted so that nothing occurred such as the sale or transfer of tickets or shares in tickets, he for his part should make no move to initiate action.

After this statement had been received with cheers, Mr. Clynnes went on to say that anyone, of course,

could take proceedings, but he would make his views known to the police, and he had no reason to believe that action contrary to those views would be taken. But if any sweep or draw, large or small, was so conducted as to be not private, the authorities would have no option but to take whatever action was dictated by the circumstances of the case.

So far as he was concerned this broad distinction, whether the sweeps were public or private, would guide him in this matter. Mr. Clynnes said that he was glad to have an opportunity to make this statement, so that he could disown once for all the allegation that there was one law for the rich and another for the poor.

Peace and Goodwill.

It is worthy of note that Mr. Alexander's request for peace and goodwill when he introduced the Navy Estimates in the House of Commons was only declined by two members, both of them sitting behind him on the Labour benches. Commander Kenworthy, speaking with even more than his usual vigour and emphasis, called the Naval Conference a failure, while Mr. W. J. Brown went further and said it had failed before it had

started. Unfortunately, there was a good deal of truth in both statements. Mr. George Lambert from the Liberal side, once again bawled off the expenditure on the Singapore Base, which the First Lord stated was to be proceeded with slowly, pending a decision on the scheme after the Naval Conference, which once again has reached a complete deadlock.

"The Great Illusion." To celebrate the coming-of-age of "The Great Illusion," which was published 21 years ago, a luncheon took place at the House of Commons in honour of its author, Mr. Norman Angell, M.P. Lord Cecil of Chelwood presided and men and women from all parties were present, including four Cabinet Ministers, Mr. Snow-



Lord Cecil

don, Mr. Henderson, Lord Passfield, and Lord Thomson, while the Prime Minister wrote that only press of urgent business kept him away.

The object of "The Great Illusion" was to prove that war was unprofitable, that it damaged the victors as much as the vanquished. At first the book fell flat. Little notice was taken of it, till a few people like the late Lord Escher saw its value. It began to be talked about. Soon it was being translated into many languages. Then its author became suspect in his own country as a pacifist and was denounced by the "patriots."

Then the Great War came and proved that the author of "The Great Illusion" was right. So right that derision was turned to respect, and Angell was elected to the House of Commons. The wheel to-day had come full circle at last.

His Only Romance.

The romance of Lord Balfour came to a sudden end when Miss Lytton died in March, 1875, when she was aged 24 and Lord Balfour was 27. It is believed that when she died Mr.



Lord Balfour.

Balfour, as he was then, was on his way to see her with a ring which he had just purchased. Throughout his long life—he was in his 82nd year when he died—he remained faithful to her memory and never married.

Incidentally, it is not altogether pleasant to have to state, on the authority of Lord Balfour's family, that all the stories purporting to describe the scenes at his deathbed and to record his last words are entirely apocryphal. Lord Balfour had not spoken at all for at least 12 hours before his death.

Recruiting Slump.

Although there is just now a slump in recruiting, an amendment was tabled to the Army Estimates to reduce the military forces by 100 men, and if enough adherents can be mustered to make a show it will certainly be carried to a division. This is a flagrant flouting of the Government and the possibility of the I.L.P. extremists, way number about 80, breaking away from the Labour Party and forming a fourth party in the House of Commons with its own organisation and Whips, is now being seriously canvassed.

Liberal-Labour Compact. Following a Free Trade luncheon party given by Mrs. Snowden at

THORENS

HIGH-CLASS

CIGAR LIGHTERS

*Absolutely reliable working
Best solid and guaranteed construction.
Neat and handy shape. Flat Base.
Large-size Benzine reservoir
All parts interchangeable and replaced.
Magazine in stopper for spare flints.
Safety device released by turning screw.*

Obtainable at Leading Tobacconists,
Fancy Goods Stores & Jewellers.

NOX-ALL TRADING COMPANY. 10, QUEEN'S RD. C.

Downing Street there has been some talk of a "compact" between the Liberals and the Government. But, although the Liberals did not vote against the Government on one of the vital clauses of the Coal-mines Bill all the stories of a pact are entirely without foundation.

As things have turned out, the prospect of a General Election this Summer—which Mr. J. H. Garvin foretold in the Observer—has become unlikely. The Liberals want to state it off because they fear that it would mean their practical disappearance from the political stage. And the Conservatives are convinced that the longer a dissolution is delayed, the less chance Labour will have of making a successful appeal to the electorate.

Wrongful Dismissal.

Before Mr. Justice Wright in the King's Bench Division Captain R. H. Power and Mr. Philip Savage, formerly commander and chief officer respectively of the steamer Varsovia, claimed damages, etc., for wrongful dismissal from the British India Steam Navigation Co., owners of the vessel.

Giving judgment, His Lordship, who had sitting with him Captain T. Golding and Captain H. C. Birnie, Elder Brothers of Trinity House, as nautical assessors, held that there was negligence and bad seamanship on the part of Captain Power in not taking more prompt measures to ascertain the cause of a list in the ship when reported by the second officer, and the company was justified, despite though its action was, in dismissing him. His (Captain Power's) action, therefore, failed, and would be dismissed with costs.

A Chief Officer's Duty.

With regard to the chief officer, it was his duty to obey the orders of the captain, and he also had to see that the soundings of the wells were taken every four hours, as laid down in the company's regulations.

They were only taken, however, twice a day, mornings and evenings, but that appeared to be the practice on the major portion of the company's ships in spite of the regulations. There did not appear to be sufficient ground for summarily dismissing him, and therefore he was entitled to reasonable notice which he (the judge) held to be twelve months. Therefore his action would succeed, and he would be entitled to twelve months' salary, £432. Judgment was entered accordingly for Chief Officer Savage for £432, with costs.

Divorce Costs.

"I do hope that because a case is undefended there will not be a tendency to exaggerate the costs recoverable against the co-respondent," said Mr. Justice McCardie in the Divorce Division, when dealing with the question of costs against a co-respondent in an undefended case heard at Norfolk Assizes. When told that the costs in such cases were usually between £60 and £70, His Lordship remarked that it was a large sum for people in a humble position.

Doctor Wins Case.

A woman who alleged that a surgeon had left a pair of forceps in her body after an operation lost her

WATER RETURN

Level and Storage of water in Reservoirs on May 1, 1930.—
CITY AND HILL DISTRICT WATER WORKS.

	1929	1930
Tytam	24' 0" B 10' 1" B	
Tytam Bywash	24' 11" B 25' 3" B	
Tytam Intermediate	34' 7" B 53' 1" B	
Tytam Tuk	62' 1" B 60' 6" B	
Wong Nei Chung	40' 3" B 28' 6" B	
Pokfulam	53' 8" B 65' 7" B	

(Note: B denotes "Below Overflow"; A denotes "Above Overflow"; L denotes "Level with Overflow.")
Storage in millions and decimals of gallons.

	1929	1930
Tytam	173.70	230.84
Tytam Bywash	70.70	61.70
Tytam Intermediate	53.80	17.70
Tytam Tuk	70.50	360.00
Wong Nei Chung	90	4.83
Pokfulam	4.42	14.40

Total

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1929	1930
Consumption	159.74	245.67
Estimated population	431,700	442,020

Consumption per head per day

Services to houses in the Hill Main Districts were disconnected and a supply was given by public street fountains only during April, 1930.

From April 1 to 30, 1930, a 12-hour supply (6 a.m. to 6 p.m.) was given to all Hill Main Districts. Principal Main closed 8 p.m. to 6 a.m. with the exception of the area North of Queen's Road between Murray Road and Eastern Street where a 24-hour supply was maintained from April 7 to 30.

KOWLOON WATER WORKS

	1929	1930
Kowloon Reservoir 37' 5" B 8' 1" B		
Shak Lai Pui Reservoir	54' 2" B 8' 1" B	
Reception Reservoir 2' 2" B 5' 11" B		

Storage in millions and decimals of gallons.

	1929	1930
Kowloon Reservoir	72.75	273.46
Shak Lai Pui Reservoir	16.80	85.61
Reception Reservoir	27.45	18.58

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of April.

	1929	1930
Consumption	98.25	114.89
Estimated population	109,500	174,940

Consumption per head per day

Constant Supply in all districts during April, 1929 and 1930. The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: April 30, 1929, 3.56; April 30, 1930, 12.59.

STANDARD TIMES

Sunrise And Sunset In Colony

The sunrise and sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich) are as follows:—

May	Sunrise	Sunset
17	6.42	6.56
18	6.42	6.57
19	6.42	6.57
20	6.41	6.58
21	6.41	6.59
22	6.41	6.59
23	6.41	7.00
24	6.40	7.00
25	6.40	7.00
26	6.40	7.01
27	6.40	7.01
28	6.39	7.02
29	6.39	7.02
30	6.39	7.03
31	6.39	7.03

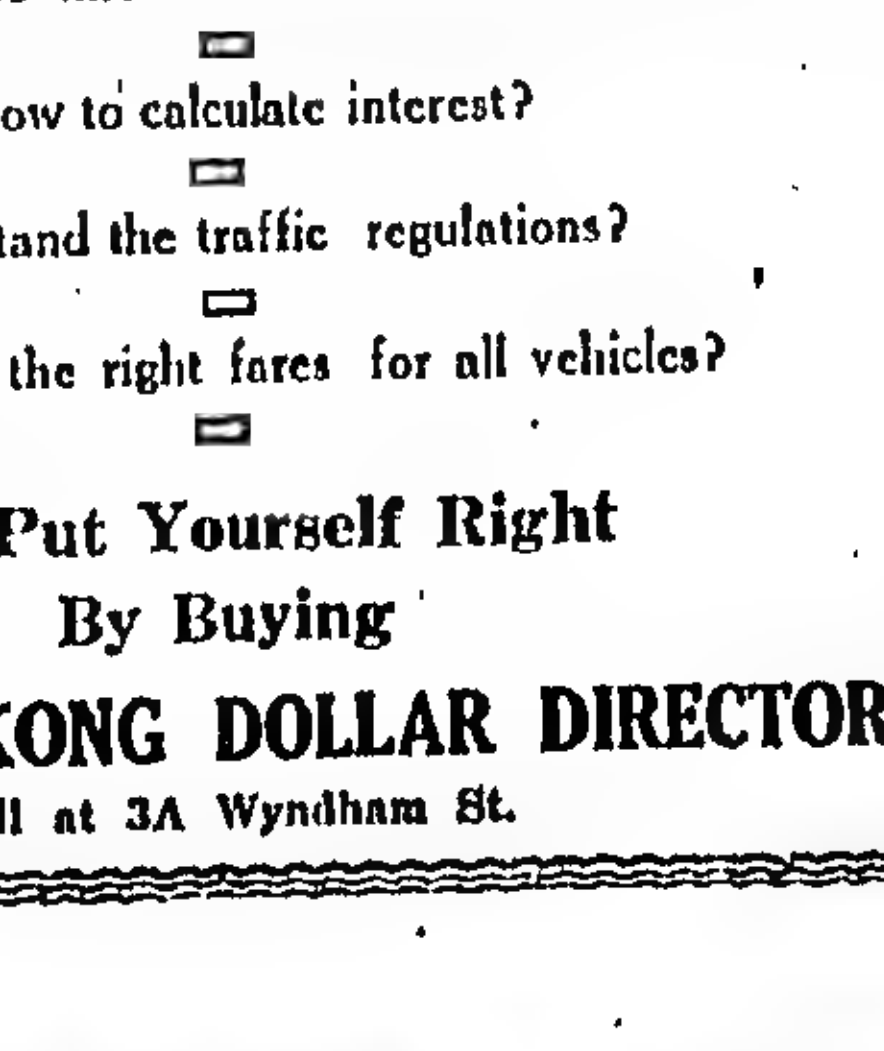
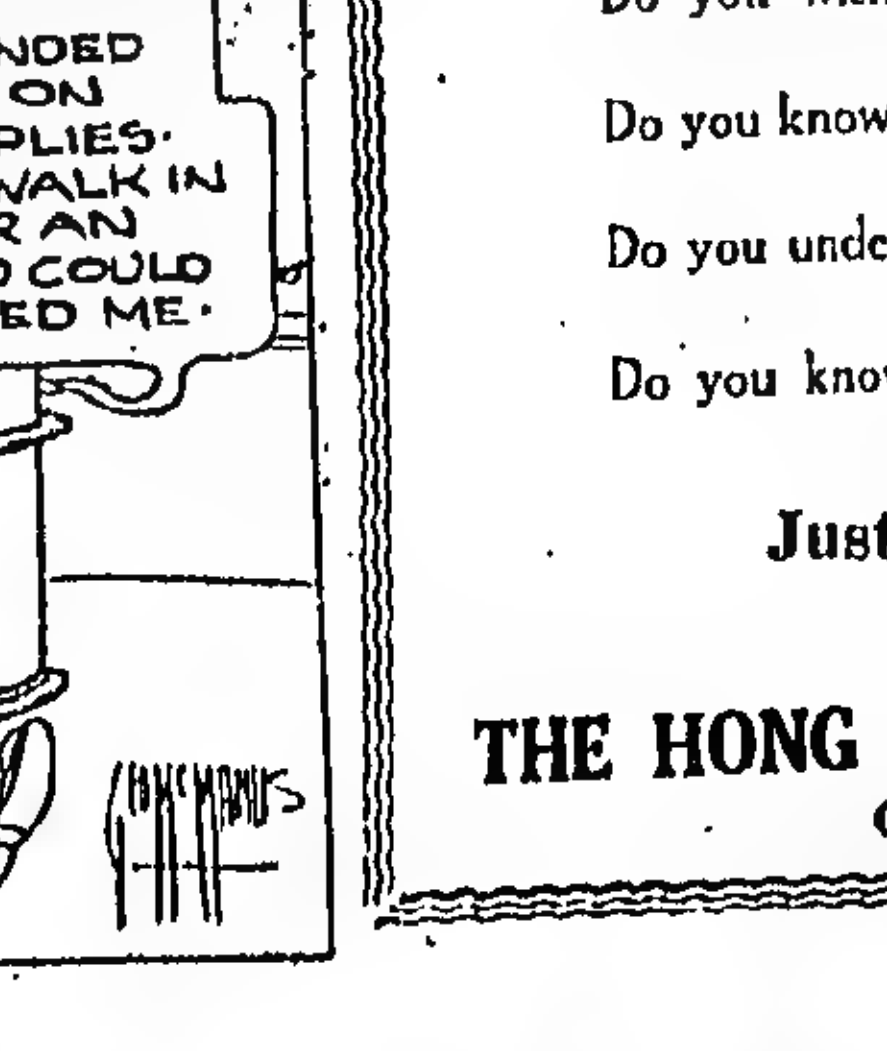
HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

	Island.	Feet.
Victoria Peak		1829
Signal Station		1774
Mt. Parker		1784
Mountain Lodge		1725
The Eyrie		1725
Peak Hotel		1805
Talkoo Sanatorium		1000
Mt. Davis		877
Bowen Road (Hillside)		257

Mainland Feet.
Kowloon Peak

Tai Mo Shan



Do you wish to know who Miss So and So is?
Do you know how to calculate interest?
Do you understand the traffic regulations?
Do you know the right fares for all vehicles?

Just Put Yourself Right
By Buying
THE HONG KONG DOLLAR DIRECTORY.
Call at 3A Wyndham St.



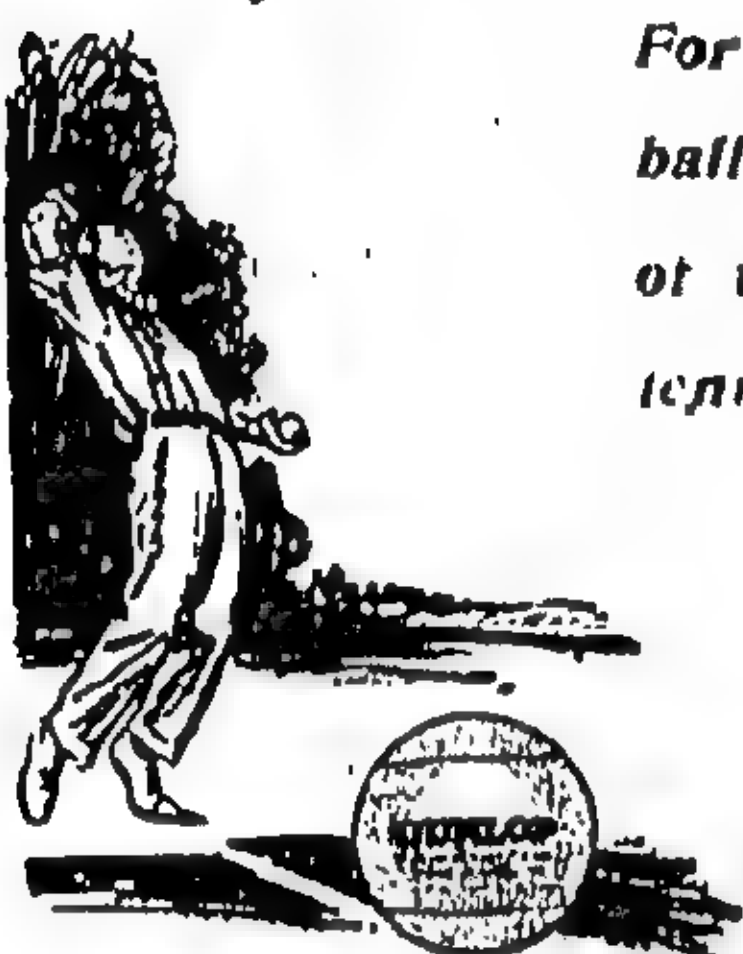
The CALL of the OPEN ROAD

Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, MAY 18, 1930.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"

PROOF!!

In the Davis Cup, out of 22 Countries entered to date, 16 have decided to use the DUNLOP Ball.



For better Tennis, — PLAY DUNLOP, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

\$10.00 per dozen (Retail) at all Stores.

Lower rates for Clubs' Tournaments.

AN INSPIRATION.

The Mechanical Fuel Pump.

INTRODUCED IN 1927.

Thirty-five European and American automobile manufacturers have adopted the mechanical fuel pump since Oakland first introduced it to the industry in 1927.

Because of the manner in which the fuel pump regulates the gasoline supply to accommodate varying needs of the engine and because of its unfailing reliability, this device is a most important engineering advancement. It represents a far step beyond the days when the motorist, stalled on a hill, removed his goggles and his other motoring paraphernalia, blew mightily into the gas tank to force a supply of fuel up into the float bowl and then backed up the hill so the tank would remain above the carburettor.

An inspiration eventually came to one of these back-up-the-hill drivers. He attached an air pump to the gasoline tank. This was the birth of the pressure fuel system. A good idea, as far as it went even with the addition of a pressure relief valve in the gas tank—a feature that soon proved extremely necessary. But the fuel feed to the carburettor varied with the changes of pressure, within the tank and carburettor still remained more or less an open question.

The next step in the development of fuel was the vacuum tank in which engine suction was employed to draw a small supply of gasoline to a reservoir above the engine, from which it fed by gravity to the carburettor. This represented a marked improvement but the original difficulty of "starving" the carburettor on long up-hill pulls still remained.

Immediately after the war, engineering research developed the father of the present fuel pump. It was described as an "electrical bellows fuel pump," but it too lacked reliability. Then came the AC mechanical pump as introduced by Oakland—a pump geared to the engine in such manner that gasoline was drawn from the gas tank in direct proportion to engine speed.

The engineers, having solved the problem of insuring the carburettor a positive, uniform supply of gasoline under all driving conditions, then eliminated their achievement by building right into the fuel pump a fuel strainer which removed any dirt or other foreign substance from the gasoline before it can reach the carburettor.

FRENCH FRONT.

On the Studebaker Eights.

A distinguishing style note of all Studebaker eights is the new French front, accentuated by the arched windshield uprights which join at the roof line without the interruption of the customary "visor." Sweeping fenders of distinctive crown type hang low over large balloon tyres. Twin chrome plated cowl lights are supported on a thin chromium cowl heading. Chromium plating is used on all exterior bright-work.

Regal and State models are equipped with six wire wheels, two carried in front fender wells, as well as a folding luggage grid. Wheels have large chromium hub caps and chromium retaining rims. In addition, a commodious trunk is standard on all Broughams.

Traditional Studebaker comfort is provided by unusual spaciousness and extra wide doors for easy entrance and exit. Seats are wide, deeply sprung, and scientifically shaped for utmost ease. Heavily padded arm rests, foot rests and side rails are provided in all closed models, with folding centre arm rests in a number of models. Steering column and front seats are adjustable to driver's preference. In President, Commander and Director Eights, Trundle type accelerator is used in all models.

cartoonics



You have, of course, read the comic strips in newspapers. You have undoubtedly viewed and laughed at the "cartoonics," in which hand-drawn little men and animals and objects do all sorts of impossible things, and are put in all sorts of unreal situations.

Those things serve a very useful purpose — they amuse, entertain, divert. But they are essentially unreal, and they are unreal because they are improbable.

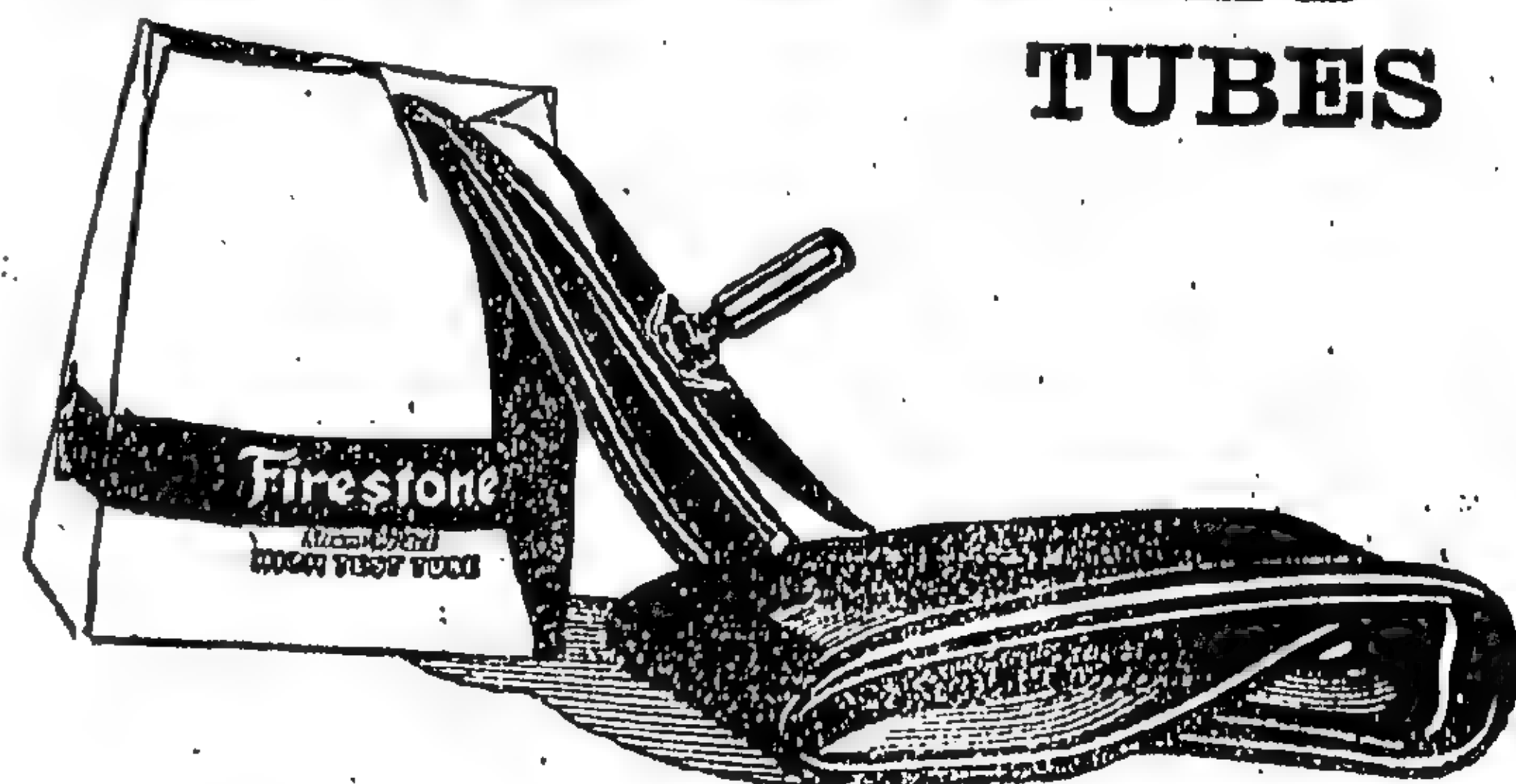
To men who know lubricating oil, some of the claims made about the marvellous powers of by-products — a lubricant, for instance, made from the residue left after gasoline has been extracted — are just as amusing as comic strips and "cartoonics."

The advertiser's object is, of course, to create demand; and as many advertisements are clever, brilliant and full of punch and vigour, they convince and sell. BUT creating the desire to buy and satisfaction are two entirely different things. Satisfaction creates steady demand, and steady demand is what nearly every business thrives upon.

It is the steadily increasing demand for Gargoyle Mobiloil that proves this specially superior to the by-products service stations, garages and accessory shops are flooded with.

Vacuum Oil Company

STEAM-WELDED TUBES



Help Your Tyres Serve Longer

In Steam-Welded Tubes Firestone provides all the value made possible by careful workmanship and materials of fine quality. Moreover there is the special advantage of freedom from "slow leaks," which are so ruinous to tyre covers. Steam-Welding makes this possible by sealing the tube at the vital points, in live steam, under great pressure. Firestone Tubes hold the air perfectly, supporting your tyres at the right inflation pressure, and contributing to maximum service. It is common experience for these tubes, with their special heat-resisting qualities, to serve through the lives of several tyres. Make your next one a Firestone.

MOST MILES PER DOLLAR.

Firestone

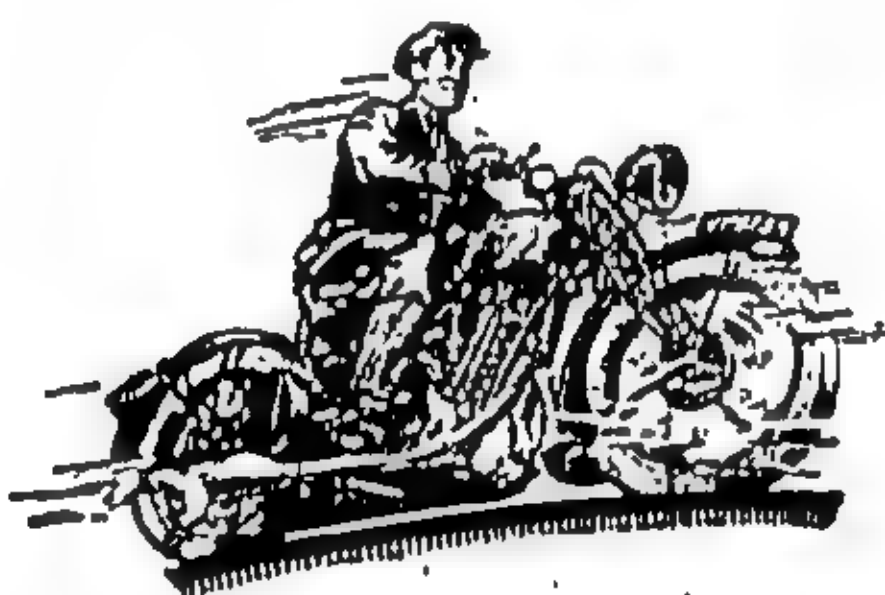
STEAM-WELDED TUBES

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

Greater Strength—Greater Safety— Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES

1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

LINCOLN CARS.

What a Motion Picture Reveals.

The pre-revolutionary stage coach in which Washington and Lafayette once rode in the days when the United States was in the making, and in which Lincoln rode half a century later, was exhibited on Washington's birthday at the Boston show-rooms of the Ford Motor Company, retail division, 1001 Commonwealth Avenue.

The historic vehicle is now the property of Mr. Henry Ford and was brought to Boston from Mr. Ford's Wayland Inn as part of the display which Boston automobile dealers give annually on this holiday.

In addition, a motion picture showing how Lincoln automobiles are manufactured was shown. This tour of the Lincoln plant reveals more than actually could be seen in days of inspection of the great factory at Dearborn. Every phase of the manufacture of the cars, from the gathering of the raw

material to the final tests at the factory and driving away of a new car an owner is shown. Emphasis is laid on the hundreds of tests which every car and the material in it undergoes before being constructed.

Example of the most famous of the nation's coachmakers' work was on exhibition. These cars included replicas of some of the fine bodies exhibited at the custom coachmakers' salons in New York and Chicago, and also included two examples of the works of the famous Massachusetts body designer, John Judkins of Merrimac.

Stolen Cars.

An arrangement has just been completed between the Berlin police authorities, the German Automobile Club, and the German Shell Company, under which particulars of stolen cars are to be circulated to all the petrol filling stations of the last-mentioned company, in order that those in charge of the stations may keep a watch for the missing cars. It is hoped to bring the other leading German petrol distributors into the scheme in the near future.

DEALERS' CONTEST.

East London, South Africa Lead.

South Bend, Indiana, March 21. Early honours in Studebaker's 1930 Champion Dealer's Club Contest go to South Africa. East London Motors, East London, one of the 128 firms participating in the silver cup race, obtained the largest percentage of its quota of any of the contestants during the first 60 days of the 12-month campaign. Lorenzo Bauza, Coquimbo, Chile, and Rafael Esteva & Co., Santo Domingo, Dominican Republic, barely fell short of the East London record to occupy second and third places respectively.

Of the remaining leaders, four tied for fourth place, two tied for sixth and ten tied for tenth. Dealers in every part of the world are represented among the leaders.

The first tabulation of results in the Champion Dealer's Club revealed the close race all competitors are running in the silver cup contest. In some cases differences of less than one per cent. separate contestants. A feature of the contest to date has been the frequency with which the leaders are overhauled by competitors who were formerly trailing.

The Champion Dealer's Club Contest is going to be a close and hard-fought race. You have an equal opportunity with every other contestant to win a handsome sterling silver cup—and membership in the Champion's Club—because full consideration was given existing conditions in your territory when establishing your quota.

The Leaders.

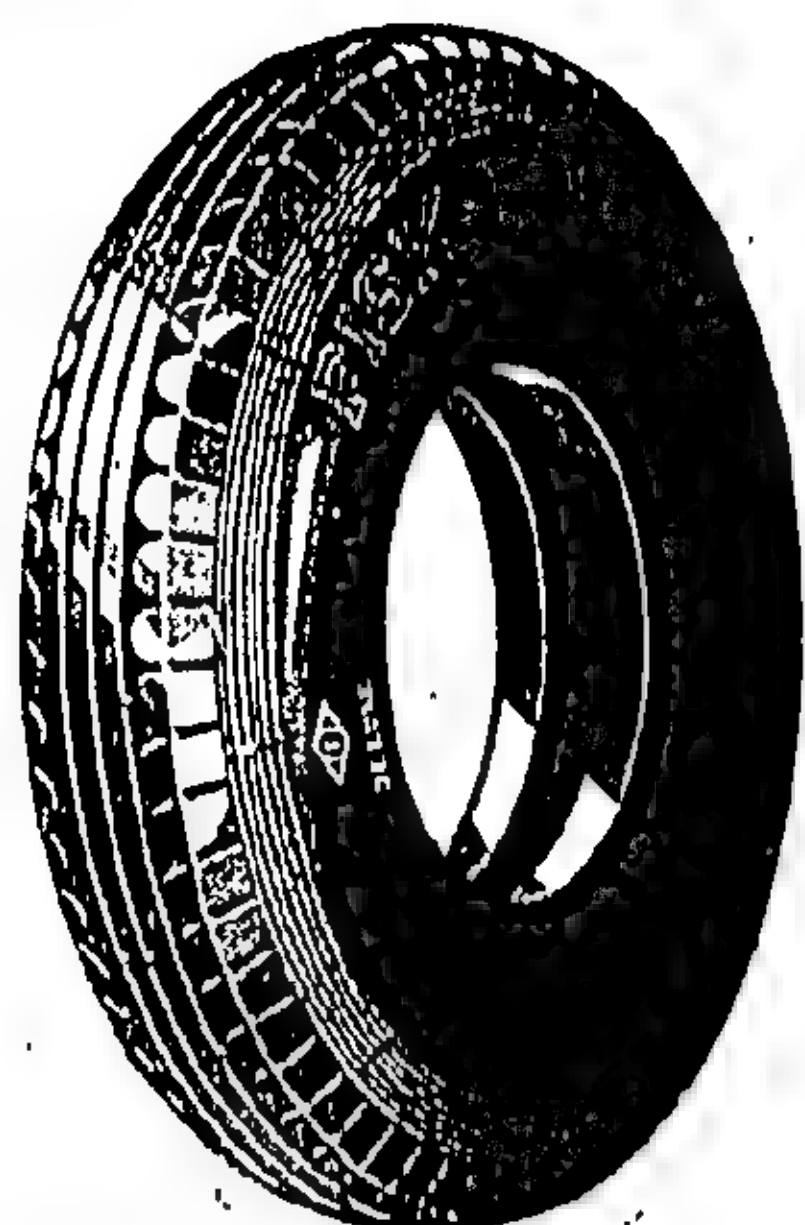
1. East London Motors, East London, S.A.
2. Lorenzo Bauza, Coquimbo, Chile.
3. Rafael Esteva & Co., Santo Domingo.
4. Lukano Cortes Calero, Trujillo, Spain. Kicker's Garage, Port-au-Prince, Haiti, Eugenio Echeverria, Bilbao, Spain, Gregory & Cortes, Guadalajara, Mexico.
5. Schnell & Co., Caracas, Venezuela.
6. Victor P. Rocca & Co., Callao, Peru, O. Baron & Co., Vienna, Austria.
7. Haim S. Bendelac, Tanger, Morocco.
8. Mata Sifontes & Co., Maracaibo, Venezuela.
9. United Engineers, Singapore, S.S.
10. Hong Kong & Shanghai Hotels, Hong Kong, L. H. Palacios, Curacao, D. W. I. Renato Becciani, Florence, Italy, Mohamed Metili Arabi, Duzdap, Persia, Emile Courcelles, Antwerp, Belgium, Hector Lorin, La Paz, Bolivia, Clark & Pera, Trujillo, Peru, F. J. Holguera, San Luis Potosi, Mexico, Anceloni Establimientos, Ghent, Belgium, Capote & Lugari, Rome, Italy.

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GUARANTEED

MILEAGE

OBTAINABLE AT ALL GARAGES UPON REQUEST.

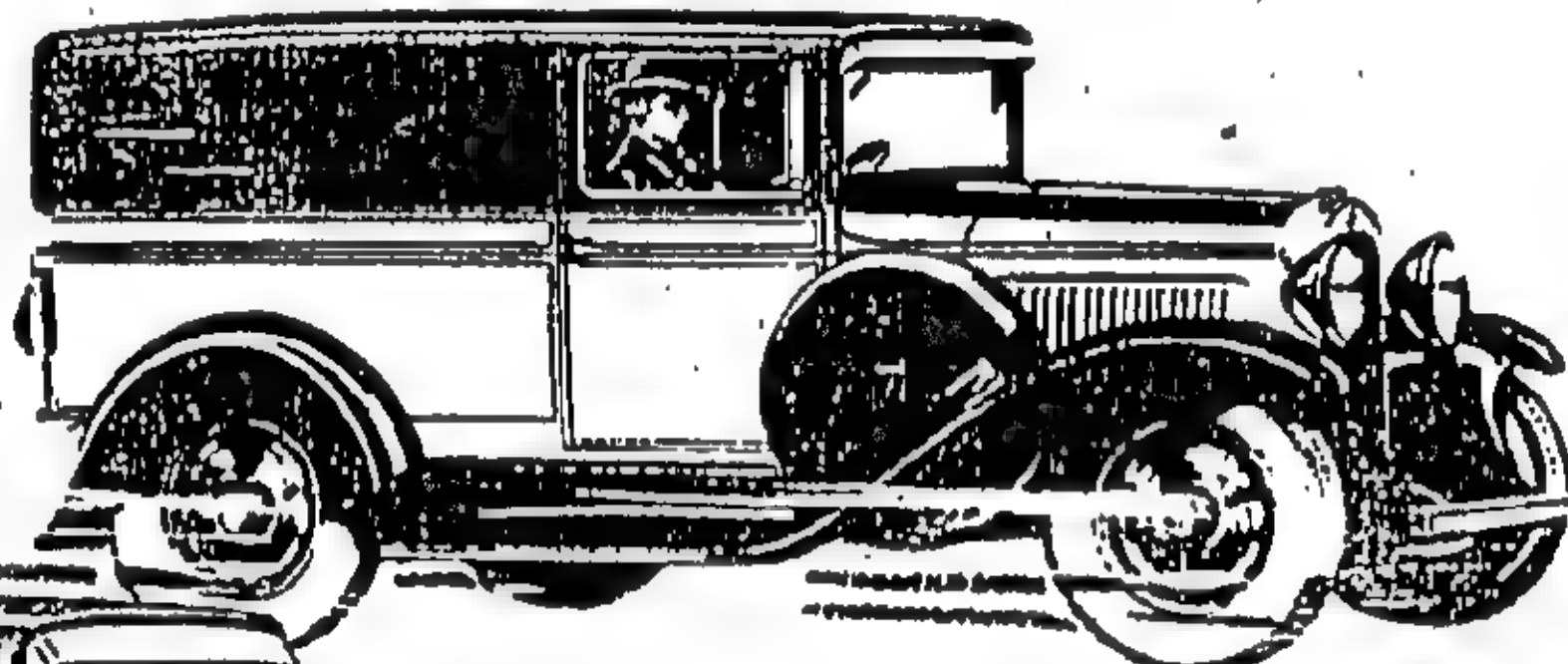
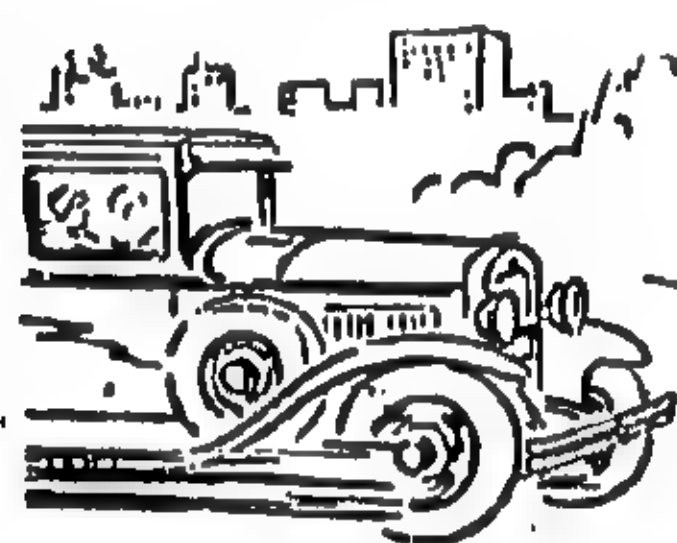
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GILMAN & CO.,

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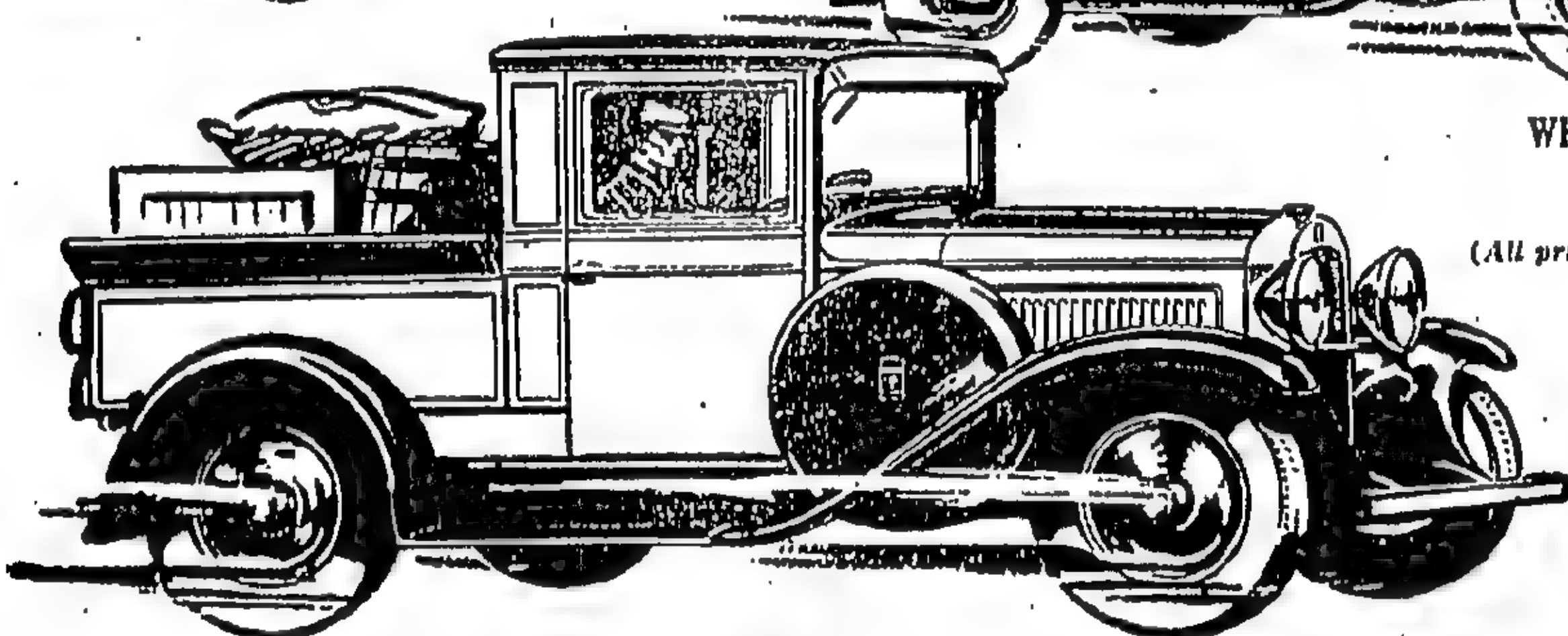
4A, Des Voeux Road C.

Tel. 28011.



WHIPPET FOUR TRUCKS
\$1,500.

(All prices and specifications subject to change without notice).



LOW PRICE -- LOW UPKEEP -- low cost per ton mile

For speedy, economical light delivery, the Whippet Four Truck is winning high favour with progressive operators who keep a close check on efficiency and costs.

The Whippet Four Truck is scientifically engineered throughout. Its high compression engine gives fast speed, lively pick-up and plenty of power for hard going and steep climbs. At the same time, this engine is remarkably economical in its consumption of petrol and oil.

This advanced commercial unit is extremely easy to operate. Its up-to-date steering mechanism is instantly responsive to effortless directing. Extra big four-wheel brakes, quick and positive in their action, assure maximum safety.

The nearest Willys-Overland dealer will gladly demonstrate the Whippet Four Truck to every operator who seeks prompt, reliable service at exceptionally low cost.

WHIPPET FOUR TRUCKS

MODEL 98-A

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.
4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.
132, Nathan Road, Howloon.

LONG ECONOMICAL LIFE

KALAHARI DESERT

FIRST MOTOR CAR TO CROSS IT.

Out of the Kalahari, known as the "tantalising desert" of South Africa, comes a story of a new triumph of man and his works over relentless natural forces.

The Kalahari has been crossed for the first time by an automobile—an Oldsmobile.

This declaration, were it about the type of desert one usually thinks of when the word is read or spoken, would hardly be worth writing about. But the Kalahari, among deserts, is in a class by itself. Automobiles and motor buses tearing at fifty or sixty miles an hour across the hard packed sands of several of the world's deserts have become commonplace. But not so with the Kalahari.

The Kalahari consists of dreary waste, more than 700 miles wide, carpeted with a sand, so fine and shifty that men, animals and vehicles sink ankle or axle deep into it whenever

they pause. It takes mules or oxen from six weeks to two months to make the crossing, and there are few crossings made. Men prefer to take the tortuous journey around the desert if business makes it imperative to go to the other side.

Until Donald Bain and Wilfred Cassere, two adventurous representatives of General Motors South African, Ltd., undertook in their Oldsmobile to blaze a motor trail across this blistering, clutching waste, no one, so far as is known, ever had tried to take a vehicle of any size or weight across it. Older, less impetuous men told Bain and Cassere that no automobile could make the crossing, that the strain of pulling through hundreds of miles of sand in first and second gear would tear the car to pieces, provided the terrific heat did not first destroy the bearings. They told the ad-

CROSSES FAMOUS AFRICAN DESERT



The first motor car to cross the Kalahari Desert of South Africa, reaching Ghanzi on its gruelling trip through 700 miles of sand and bush, opening an "Oldsmobile Route" for motorists direct from Windhoek to Johannesburg.

venturers that they would be sending rescue parties after them in a week or two.

But Bain and Cassere shrugged their shoulders, grinned, packed up some food, a heavy load of drinking water, a spare tyre and vital spare parts and started out one morning from Windhoek, on the southwestern edge of the desert.

The first hundred miles were not by any means the hardest. They made Gobabais, the rail-head, in good time, picked up some mail for the forsaken English residents of Ghanzi and ploughed on. Twenty-four hours later they had more or less sifted their way through the clinging sand and scrubby bush to Ghanzi to be welcomed as if they had brought succor to a desert island. Ordinarily it takes two weeks to haul supplies 210 miles to Ghanzi from Gobabais.

Ghanzi is merely a cluster of huts, occupied chiefly by W. E. Ellam, Magistrate, Postmaster Boyle and Sergeant Campbell, who keep order and minister to the bushmen in a territory of 70,000 square miles. The five white men staged a celebration, the postmaster made up a scanty mail bag for the eastern side and the adventurers plunged into the most hazardous part of their journey as they headed into the rising sun. They faced 460 miles of some of the most infernal terrain man ever undertook to conquer.

Late on the first day in the desert the men found that the bottom of their food carrier had broken and most of the supplies had been lost, including tea and coffee. A meagre supply of canned goods was left.

The going was so difficult that they did not stop, if possible, until they found a clump of bush upon which they might run all four wheels.

No one knows what they could have done had their radiator gone dry in this perilous crossing, for there is no water in all the 460-mile stretch. But there was no occasion to replenish it. The Oldsmobile engine kept purring steadily on with the motor registering normal in spite of the almost unbearable heat.

They reached Johannesburg, their eastern destination and 700 miles from the start, in six days. The only difficulties so far as the car was concerned were two tyre punctures, caused by running over thorny bushes. Scratches and gouges on the body testified to the character of the trail Bain and Cassere had blazed.

Mechanics pronounced the mechanism of the Oldsmobile in perfect condition at Johannesburg. South Africans are hailing the feat as one of the most outstanding bits of motor performance they have ever heard of, for man, with all his elaborate proving grounds, has designed nothing to equal that which Nature set up when she dried up the Kalahari and turned black-

CRADLED IN RUBBER, COMMERCIAL CARS.

Vibration and Rumble Eliminated.

Service Facilities Are Important.

Travelling at an easy touring speed of 40 miles an hour or striding along the highway at 72, the new Willys Six, outstanding offering of the Willys-Overland Company for 1930, is characterised by smooth operation, comfortable riding qualities and an absence of vibration. This has been achieved by the method of mounting the engine so that all four points of contact with the frame are cradled in rubber.

Much of the advantage secured by the Willys Six, 65 horsepower engine and high speed, would have been wasted if mountings ordinarily used in cars of this price had been accepted, a member of the engineering staff of the Willys-Overland Company states in describing this mounting.

"We recognised that nothing takes the pleasure out of driving more quickly than an engine that vibrates and rumbles whenever the car is speeded up. Our tests included types of engine mounts used on the most expensive cars and we selected the one which seemed best fitted for an engine of the high efficiency of the Willys Six."

"In lieu of the common practice of employing two sheet metal plates, one in front and one in the back, the Willys Six has a metal plate in the front, carried on rubber washers at the outer ends, and an entirely different mounting for the back."

"The back mounting consists of a heavy and rigid casting, bolted directly to the rear of the engine and forming a flywheel housing and clutch housing in combination with motor logs. The sides of the castings project close to the side rail at which point they are bolted to steel brackets. These brackets, however, do not come in direct contact with the side rail, but rest on rubber plates of sufficient area to provide any movement of the engine with relation to the frame. These plates act as vibration absorbers, eliminating the rumble often noticed when ordinary mountings are used."

Buyers of commercial cars and trucks always seriously consider the matter of thoroughly service facilities before definitely deciding on the type of equipment they will use, according to sales executives of the Willys-Overland commercial car division. More than ever before the matter of speedy and reliable service has come to the forefront, it is revealed, and often has resulted, all other things equal, in the business going to the organisation that has provided adequate servicing facilities in all sections of the country.

Truck operators state that profits from the operation of their vehicles depend on the built-in stamina of the cars and their ability to give day-in and day-out service and having close at hand at all times service stations equipped to provide fast repair work when necessary. This of course means that such service stations would have to be completely stocked with parts from the factory to be used for replacement where necessary. It is pointed out that undue lay-up for repairs or long delays where it is necessary to wait for spare parts from the factory, represents a net loss to the operator for every hour his car is out of commission.

With Willys-Overland maintaining a network of thousands of stations throughout the nation, the matter of providing maximum service facilities for operators of that company's products presents no problem. Not only do such authorised Willys-Overland service stations provide every facility for repair work but their stock departments always carry a complete assortment of parts.

Many trucks and commercial car operators have found it necessary in many instances to use makeshift parts where factory service stations have not been provided. It is to guard against such contingency that the Toledo manufacturer has always given careful attention to the matter of completely blanketing the country with servicing facilities. Factory executives go on the theory that a buyer of a Willys-Overland product, whether it be in the passenger car or truck field, has every right to expect at all times to be within close distance of a representative of the company who can intelligently take care of his service or other needs.

In addition to the quality of its products, the matter of the complete service facilities provided by Willys-Overland is cited as a distinct contributing factor in the popularity of the company's merchandise.

ROAD SIGNS.

Comprehensive Scheme for Aid to Motorists.

The Philippine Bureau of Public Works will soon install the official road numbers to designate the principal highways in the Philippines for the guidance of motorists. The Manila North road, starting from Manila and as far north as Aparri, will be known as Number 3 while the Manila South Road leading to Laguna, Batangas and Tayabas, will be known as road Number 1.

The road numbers together with 22 other road signs were imported from the United States by Mr. Williams. The road signs are expected to be of great assistance in the drive for strict enforcement of the motor vehicle law, which is now in full swing under the supervision of constabulary officials.

The road numbers are shaped like the Philippine government's coat of arms and bear the name of the municipality where they are located. They will be installed in conspicuous places on the road.

The speed limit within the town proper will be uniform and will be fixed at 30 kilometres per hour. The signs will carry the following inscription: "Special Limit 30 Km."

The other road signs which will be posted by the Public Works Bureau will be "direction signs," such as giving the direction of the road to be followed by motorists with an arrow, "stop," "right," "left," "stop — railroad crossing," "winding road," "narrow bridge," "narrow road," "road in repair," "slow," "direction of the curve," "drinking water," "road closed," "hospital zone," "school zone" and "cross-road."

The new road-maps contain the proposed road numbers which designate the principal highways in the islands.

The use of kerosene for flushing out the engine crankcase ceased long ago, but it is kerosene that still provides the best bath for the rear and front wheel bearings. These heavily worked parts, which often are so long forgotten, should be removed twice yearly, and given a thorough bath. It means a lot to their longevity.

SOME HINTS.

Give Way and Live to Drive Another Day.

The motoring correspondent of a Home paper gives the following advice to motorists. Never overtake another vehicle if you cannot see what is coming in the opposite direction.

Don't overtake on corners.

Don't overtake on bridges.

Don't overtake where the road is up.

If in any doubt wait, or, if necessary, stop altogether.

Never pass on the near side. If the other man is too near the centre of the road blow your horn and make him get over.

Don't overtake on the brow of a hill.

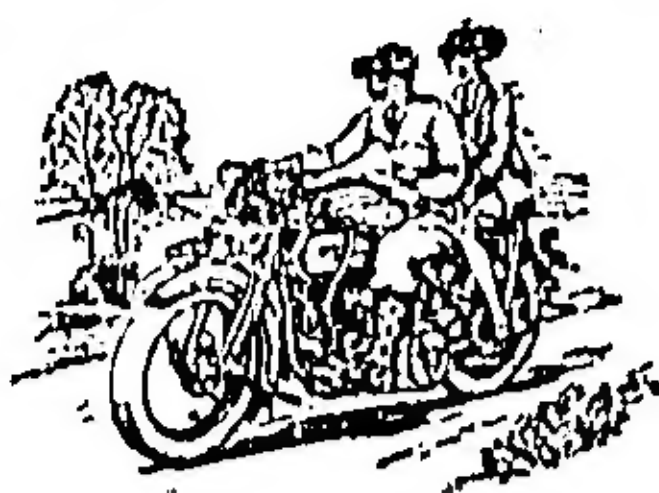
You may often think you are in the right, but it is much better to give the driver who is wrong the benefit of the doubt.

Always observe the rules of the road yourself, but remember they are no good to dead men.

If there is any doubt give way and you will live to drive another day.

ed nothing to equal that which Nature set up when she dried up the Kalahari and turned black-

of furnace heat upon it.



1930 HARLEY DAVIDSON NOW ON DISPLAY

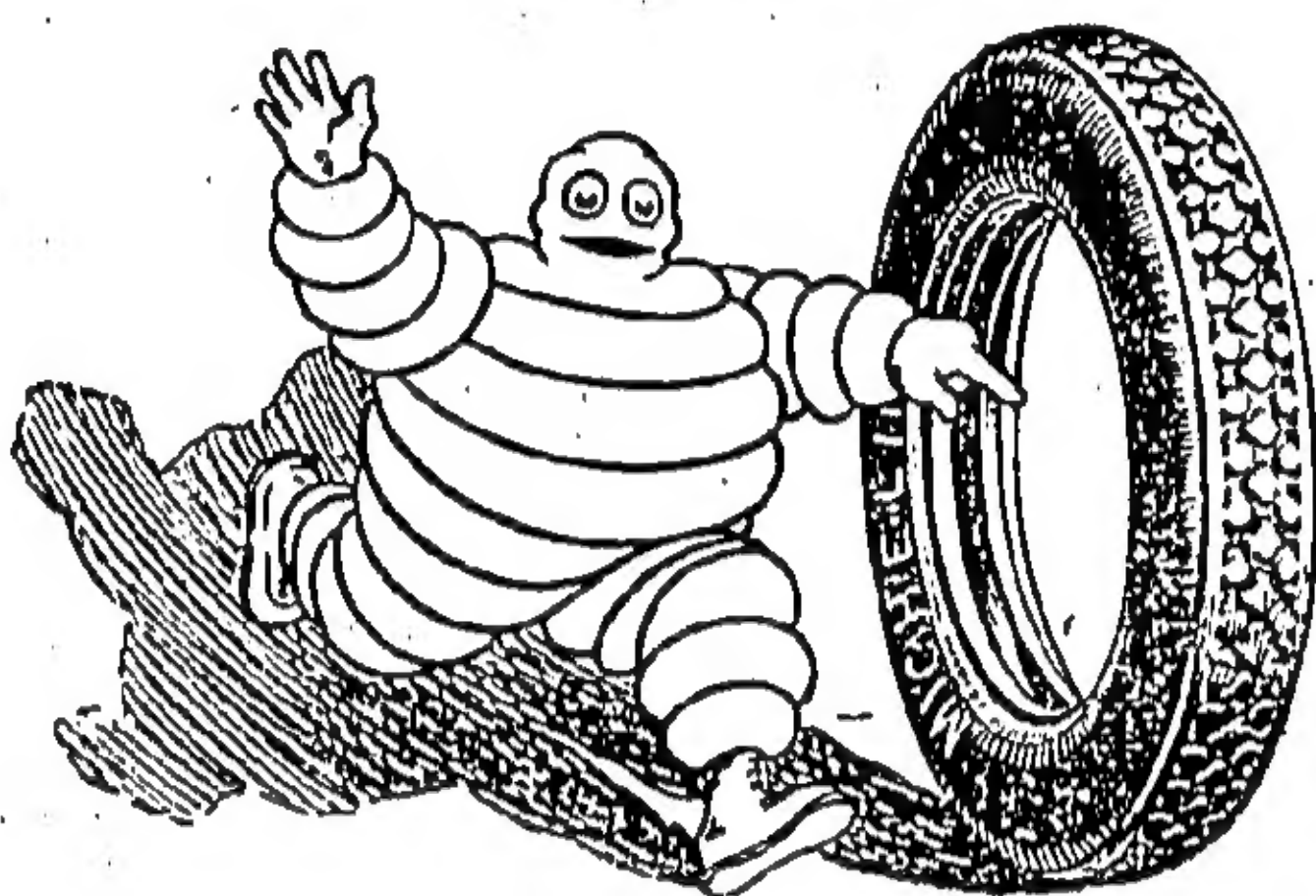
THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. 56212 & 57804.
2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK

MICHELIN

FOR NON SKIDDING
AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.

China Building (4th Floor), Tel. 22221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C.

Tel. 24821.

SPEEDWAYS.

Proposed Solution of Traffic Problem.

The attention of the American people, especially those who live in the big cities, has been captured by a striking proposal to solve many of the worst traffic difficulties by building motor speedways over railroad tracks. The idea has reached the state of practical experiment, and railroad managers, motor car manufacturers and civic officials are exploring all phases of the subject with deep interest.

A start is to be made with a speedway built over the tracks of the Grand Trunk Western Railroad on the 26 miles between Detroit and Pontiac, Michigan. This is a highly industrialized area, with dense motor traffic. Serious as are the traffic problems of London and other cities in England, they are nothing compared to the congestion in and around such American cities as Detroit, Cleveland, New York, Philadelphia and many others.

Co-operation From Railroads.
As a rule American railways follow a direct line into the centres of the leading cities, and if the Detroit-Pontiac project proves to be a success, the way will be opened for enormous improvements in traffic facilities involving great saving in time. The American railways have been hard hit by motor competition, both in passenger traffic and for short-distance goods traffic, and they are lending every co-operation to the speedway projects so that space now going to waste may become profit-bearing through tolls collected from vehicles using the elevated roadways.

The idea seems only to be feasible where the railroad has been electrified, and in the Detroit scheme the speedway will be supported by the columns which carry the overhead wires supplying current to the locomotives. Should Diesel locomotives eventually supplant both steam and electricity, as many railroad men now believe, the speedways would be equally feasible and could be built without waiting for the expensive electrification of the right of way.

New York Opportunities.
For many years the tracks of the New York Central leading from the Grand Central Station to the northern boundary of Manhattan have been covered by Park Avenue, one of the city's principal arteries of traffic, but there are great opportunities for speedways on the

Long Island System, which has its main terminus in Brooklyn and serves the Long Island residential and industrial zones.

Chicago would be an excellent place for such a speedway. The tracks of the Illinois Central Railroad are sunk below the street level for about 40 miles. The cost of building a speedway would thus be reduced, particularly in respect to carrying cross streets and crossroads over or under the combined railway and speedway. In the case of Chicago an enormous volume of vehicle traffic would be completely assured.

Banker Behind Project.
The principal mover in the Detroit-Pontiac speedway is Mr. Joseph A. Bower, a vice-president of the Chemical Bank and Trust Co. of New York. It was he who built the recently completed bridge costing \$35,000,000 between Detroit and Windsor, Ontario. The Grand Trunk Western Railroad is controlled by the Canadian National Railways, and Sir Henry Thornton, head of the Canadian National, is said to be doing all he can to advance the project. The work of electrifying the Grand Trunk Western will start immediately, and will cost in the neighbourhood of \$25,000,000. It is believed that the work will be far enough advanced by November to allow the beginning of work on the speedways which will cost three times as much as the electrification. Nevertheless, by doing the two things together a great amount of money will be saved.

Many obstacles have already been overcome in the Detroit speedway, but a few still remain. Discussing these, the Wall Street Journal says:—

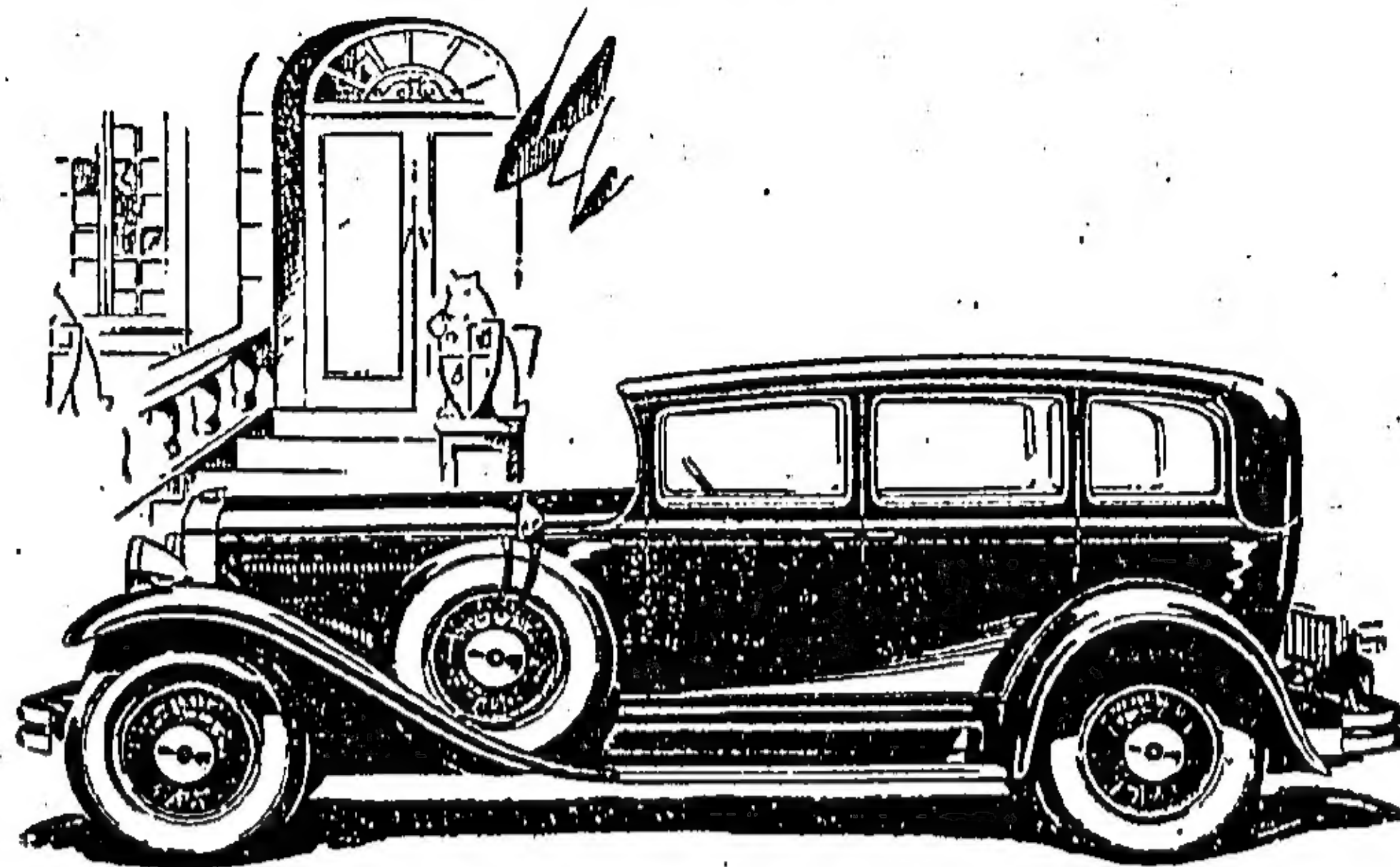
Election to be Held.
The principal obstacles appearing in the way of the Detroit-Pontiac project have been the determining of the proportionate cost, for the city and the speedway builder, of raising the city streets to cross above the railroad; the obtaining of city ordinance (by-laws) permitting the speedway to cross city streets, and agreement on the proposed toll charges.

BUSINESS OPPORTUNITY.

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PROVED AND APPROVED
BY 100,000 OWNERS

STUDEBAKER EIGHTS



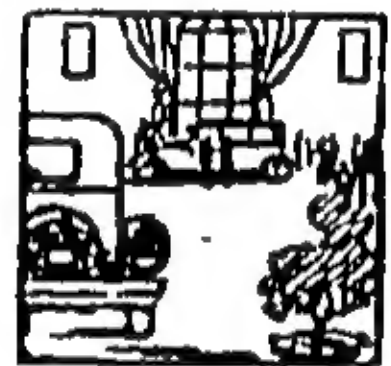
THREE years ago Studebaker pioneered the present demand for eight-cylinder power and smoothness at six-cylinder prices. Today, 100,000 owners are driving Studebaker Eights. Studebaker alone offers you seasoned, champion Eights, holding the highest world and international records for endurance and speed. Demonstrate to yourself that these beautiful new Eights—Dictator, Commander, President—worthily represent Studebaker quality standards, a world tradition for 78 years.

Prices range from H.K.\$4,410 to H.K.\$8,275.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Telephone 24759.



MOTOR NEWS

From Road & Showroom



Buses to Replace Trams.

After running for 26 years the electric trams at Burton-on-Trent have been replaced by Guy petrol buses.

Under A New Name.

The Government of South Australia, finding that the term "motor taxation" is not popular has decided in future to discard it in favour of motor registration fee.

Rochdale Orders Crossleys.

Rochdale Corporation Tramways have ordered a 38,110 h.p. Crossley 50-seater double-decker. This machine is similar to the Crossleys in operation in Manchester and Cardiff, and is of the standard "Lowbridge" type. The overall height is less than 13 ft.

In South Africa.

The South African business of Guy Motors (S.A.), Limited, has been increasing with such rapid strides that a new Guy Depot has been opened at 59, Mool Street, Johannesburg, where Guy Motors are in a position to give complete service on Guy and Star vehicles. This will, undoubtedly, be much appreciated by owners of Guy and Star vehicles, and add materially to their present large number of satisfied clients.

A High Speed 6-Tonner.

A recent issue of the Commercial Motor describes a very remarkable vehicle which will carry six tons "at speeds almost comparable with those of a moderately sized private car.... A vehicle which can be started by a quarter of a turn of the starting handle.

"A vehicle which will haul its six-ton load up a long gradient of 1 in 4½ to 5½ with consummate ease."

This Guy 6-tonner, built in response to a definite demand for such a vehicle, has met with a gratifying reception with some of the largest users of commercial transport in Britain.

Fines for Pedestrians.

Pedestrians who break the traffic laws of Munich are fined one mark when detected.

Dazzle Danger.

The abuse of headlights is confined largely to selfish motorists. Ordinary motorists dip or extinguish them when they are unnecessary, or when other traffic is near. The law in this case, as in other road matters, should compel selfish motorists to conform to the standard of ordinary courtesy and citizenship.—Daily Chronicle.

A Modern Town's Modern Buses.

Watford, a go-ahead town in Hertfordshire, is fortunate in now having for its road services to nearby towns the very latest type of double deck buses.

Operated by the Lewis Omnibus Co., Ltd., Watford, these new buses are all of the renowned A.E.C. 6-cylinder, 95 h.p., "Regent" type—similar in many respects to those adopted by several important Corporations for municipal service.

Guy Trolley Buses.

The process of elimination of the trams is being increasingly carried on in Britain and on the Continent where tramway systems are becoming worn and obsolete. These tramway systems are being replaced in many cases by petrol buses of large seating capacity, but in other cases by the latest form of trackless trolley vehicle which is not tied to a tramway track and which is as mobile within its traffic route as any other form of mechanically propelled vehicle.

The popularity of this vehicle is extending overseas, and following the visits of engineers to this country to study the operation of the Guy fleets of trolley buses in Hastings and Wolverhampton (which, incidentally, are the largest fleets of trolley buses in the world), orders for initial fleets of six-wheeled trolley buses have been received for service in Italy and Belgium.

Six-Wheeled Petrol Buses.

Large capacity six-wheeled petrol buses continue to grow in favour with some of the most important Municipal Corporations at home and abroad. Recently repeat orders for large fleets of Guy six-wheeled double-deck buses have come from The Hull Corporation Tramways and the Northampton Corporation, whilst other recent purchasers are the Derby and Middlesbrough Corporations.

Motor Pilots for London.

For the convenience of members unacquainted with London and its traffic conditions, the Automobile Association has arranged for them, for a small charge, to be met on the outskirts of the Metropolis and piloted to their destinations in London or the suburbs.

The pilots do not wear A.A. patrol uniforms. They are men specially chosen for their knowledge of London and are easily recognised by a yellow armband worn on the right arm, inscribed "A.A. Pilot."

Singer "Sixes" on Tour.

Recently three motorists, each driving a Singer "Six" Saloon, set out from Coventry on three separate long distance tours of the country. The drivers were Miss D. Carr and Messrs. R. Hicknell and E. Talbot. Before their tours are completed they will visit almost all the main Singer dealers in Great Britain, and will remain with each dealer for several days. Inquiries from owners and prospective owners of Singer cars will be welcomed and free trial runs will be given.

Miss Carr and Mr. Hicknell will be remembered for a reliability tour which they undertook on two Singer Junior cars in 1927. On this occasion they started from Liverpool on opposite directions and drove round the entire coast of Britain, Wales and Scotland, reaching Liverpool, again, within an hour of each other, 16 days later. In this time they had covered 8,769 miles and had proved to the hilt the performance and reliability of the then new Singer Junior.

A.E.C. Achievement.

Since the last Commercial Motor Show the A.E.C. have sold (excluding six wheelers) more than 1,150 new type buses and coaches. This number includes some large orders.

Aiding the "Tote".

Crosley Motors, Ltd., of Manchester, have obtained from the Racecourse Betting Control Board, a fourth repeat order for four six-wheeled vehicles for conveying electrical equipment for use in connection with the "Totalisator." The Board now own thirty Crosley six-wheelers.

"Regent" Buses.

No doubt the substitution of buses for trams in the City of Chester is having its reflection in increased traffic receipts. On the Corporation's fleet of A.E.C. "Regent" and "Kogal" Buses for the week ending February 23, 1930, 103,617 passengers were carried and receipts totalled £542 16s. 9d.

No Driver.

A notable demonstration of the "electric eye," or light-sensitive photo-electric cell, was given recently by the Westinghouse Electric Co., in the showrooms of the Willis-Overland Co., in New York, when Mr. H. P. Davis, vice-president of the Westinghouse Co., from his office in East Pittsburgh, directed the movements of an unattended car in New York.

Upon orders from the distant operator, the car stopped or moved backward or forward. The demonstration was made possible by a photo-electric cell placed in a trunk at the rear of the car. Telephonic connection was then established between East Pittsburgh and the Willis-Overland depot in New York. When Mr. Davis spoke, sound impulses were set up and transferred into light waves. The latter were picked up by the "electric eye," which in turn operated relays and gave the car its backward and forward movement.

78th Anniversary.

Studebaker's 78th anniversary, celebrated on February 16, was featured by the fact that total sales for the past ten years of \$1,336,681,577 amounted to two and one half times the total sales of the previous 68 years.

Lapses of Memory.

Doctor—"I have known of cases where the stress of driving a car at high speed has caused lapses of the memory." Magistrate—"Ninety per cent. of motorists charged with being drunk while in charge of a car never seem able to remember having had more than two drinks."

Orders.

A reference to the Guy order book reveals a most satisfactory state of affairs, as the following selection from amongst recent orders shows:—Great Yarmouth Corporation, Anglo American Oil Co., National Omnibus Co., Scotland Yard, Shell-Mex, Ltd., Northampton Corporation, Rotherham Corporation, Nobel Chemical Fertilisers, Ltd., H.M. War Office, Joseph Lucas, Ltd., Government of India, etc. etc.

The Ideal Spares List.

One of the most exasperating experiences for a motor vehicle operator is to have delivered to him incorrect spare parts for a vehicle which he is urgently requiring on the road. The usual result of such an occurrence is a somewhat heated letter to the manufacturers of the vehicle, and while in some cases a mistake may have been made in the spare parts department of the manufacturer, it is often found that in the original order the part required was wrongly described or some essential detail which would enable the correct part to be supplied was omitted.

It is, of course, up to the manufacturer to issue a spare parts list which will enable inaccuracies in ordering to be avoided, and a spare list should embody sufficient information for any part required to be accurately described, and if possible referred to by a number.

A New Albion in Hong Kong.

The first of the new type 30 cwt. Albions recently arrived in Hong Kong where it is being used at the Dairy Farm Ice & Cold Storage Co., Ltd., who found this Albion created a very favourable impression with all who inspected it. The Dairy Farm Ice & Cold Storage Co., Ltd., are old established Albion users, having purchased their first machine, at the beginning of 1914. Incidentally this first machine, a 2-cylinder 30 cwt. vehicle is still going strong, piling up a large mileage week after week, year in and year out.

Armoured Cars in Colombo.

The type of work which is expected from an Armoured Car in action necessitates above all things a reliable chassis, since the lives of the occupants literally depend on the ability of the vehicle to get itself out of a tight corner quickly. It is interesting therefore to note that the Colombo Volunteer Force, when it recently secured two vehicles of this type, selected for the purpose, Albion 24 h.p. 2-ton chassis. It may also be recalled that the Shanghai Volunteer Force chose the same type of chassis to allow this work some two years ago.

Albions in Malaya.

Among the most popular of high-class British Commercial vehicles Overseas is undoubtedly the Albion, built in Glasgow, the home of engineering. In Malaya, a considerable demand is experienced for Albions where they are used not only by the Singapore Municipal Council and the Post Office, but also by well-known commercial concerns such as the Singapore Cold Storage Co., Ltd. The Singapore Municipality have recently placed a repeat order for ten 4-ton chassis with tipping gear, and these will shortly be seen in service. The Singapore Post Office use vehicles of both 30 cwt. and 2 ton capacity, while the Cold Storage Co., besides a 2½ tonner of more or less standard type, have a very interesting 4 tonner which combines large body space with small overall length and turning circle, which makes it particularly handy for use in loading bays, narrow streets, etc.

MOTOR BOAT SALES.

That the outlook for the motor boat industry is brighter than ever was indicated by the unprecedented attendance of the public at the Motor Boat Show held recently in New York. Marine engines particularly captured the interest of boating enthusiasts. This trend toward the power of boats is only to be expected, according to J. B. Farr, president of the Kermath Manufacturing Co.

The Kermath exhibit was the centre of attraction for many potential boat owners. Of chief interest was the new 225 H. P. engine which made its debut with the new type down-draft carburettor, maximum capacity fuel pump, special crankcase ventilation system, oil cooler, oil purifier, and backfire flame arrester attached to the down-draft carburettor. Kermath also exhibited the 2 cylinder 8-10 H. P. complete marine unit; the 4 cylinder 16 H. P. model; 4 cylinder 20 H. P.; 4 cylinder 31-10 H. P.; 6 cylinder 100 H. P. high speed and 6 cylinder 86 H. P. medium duty; 125 H. P. high speed and the new 176 H. P. valve-in-head engine.

Mr. Farr in commenting on the Show and its results stated that he believed the year 1930 would peak 1929 by a comfortable margin. His foundation for such thought was the tremendous enthusiasm expressed by people who up to this time were not only unfamiliar with the sport of motor-boating, but had no desire to engage in it. This enthusiasm will be reflected in increased sales for the entire motor boat industry for 1930.

BUSINESS OPPORTUNITY.

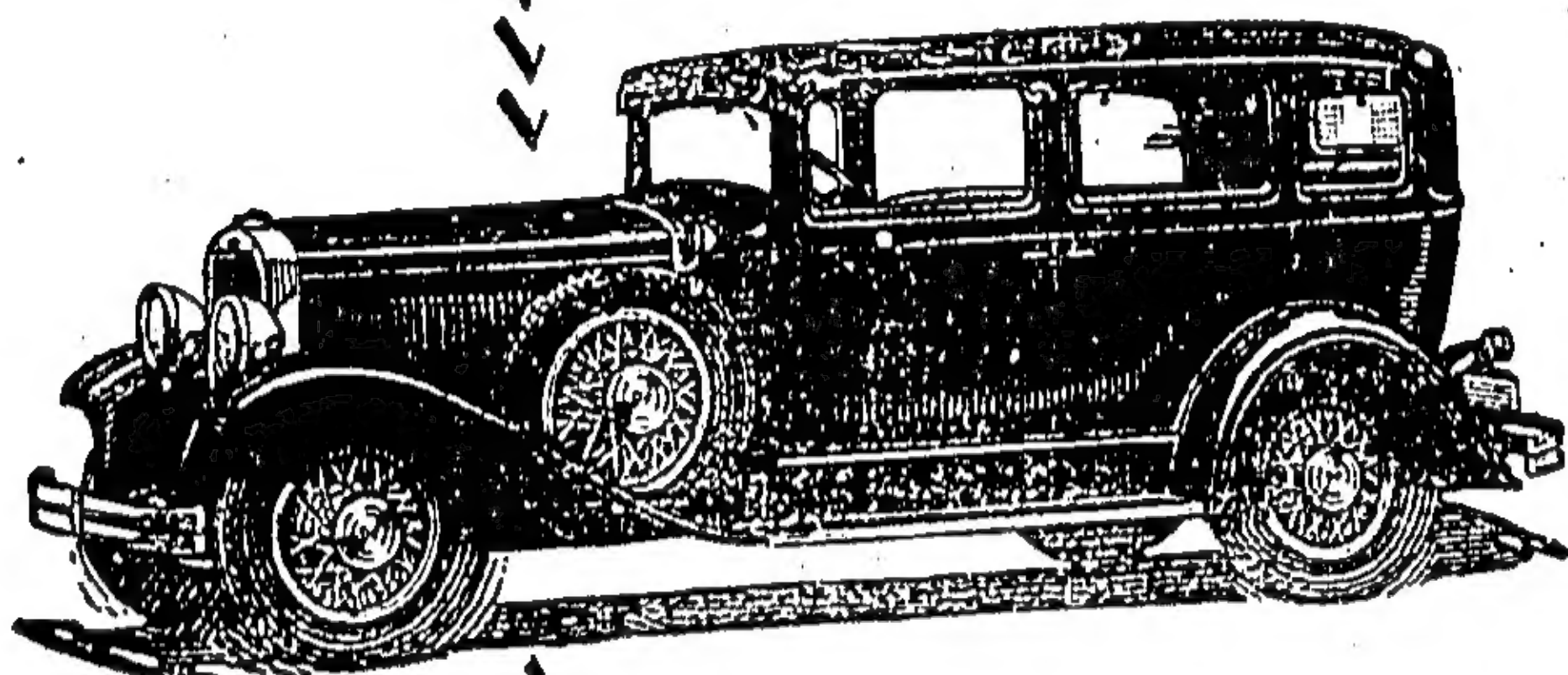
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Now A STRAIGHT 8

BY De SOTO

PRICED SENSATIONALLY LOW

The new Chrysler-built De Soto Straight Eight marks the fulfillment of an ideal to which Chrysler Motors engineers have given three years of unabating effort. They have created a car capable of carrying into the field of straight eights every Chrysler tradition of quality, beauty, comfort, safety, economy and performance—at a price well below that at which any straight eight worthy of comparison has ever been offered. The public will be quick to recognise in the new De Soto Straight Eight a motor car easily capable of attaining as sensational a success as that registered by its companion car—the now famous De Soto Six, largest selling first-year car in history.



CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

STARTING THE CAR. How Difficulties Could Be Removed.

What a fine thing it would be if internal combustion engines could be freed from the prime failing of having to be turned by some external means before they will start. In the case of big stationary engines this drawback entails the provision of compressed-air mechanism, smaller stationary plants have to have their flywheels turned by hand with a crowbar; motor car engines need big expensive batteries and electric motors to set them in motion, and the humble motor cycle requires muscular effort applied to a crank. If internal combustion engines could be made to start like steam engines, all these difficulties would be removed and all manner of advantages enjoyed.

Various arrangements have been tried with this object in view, and some of them have been successful, but as a general rule the various complications entailed in making engines more or less literally self-starting have outweighed the advantages.

One of the best ideas of this kind, which was employed on several big cars before the war took the form of a coil ignition equipment, which has a primary winding capable of being interrupted by a switch, on the instrument board. This allowed the driver to cause at will a spark in whichever cylinder happened to be on the firing stroke and if the engine had not been at rest for any considerable length of time a start very often resulted.

Engines in those days, of course, had very close fitting cast-iron pistons, and were probably much better gas retainers than those of 1930.

At the same time, it is not improbable, with the increasing adoption of coil ignition, that present-day small six-cylinder engines could not be made to start quite often in this manner with considerable advantage to the life of their batteries.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts for 40 words for one insertion. Rates vary in the 84 Wyndham Street or Phone 24641.

INSTALMENT CREDIT Its Value in the Motor Trade.

In the course of an address on "Credit for Distribution," which he delivered to the Institute of the Motor Trade at the Holborn Restaurant, London, on February 18, Mr. J. Gibson Jarvis, managing director of the United Dominions Trust, called upon British manufacturers and merchants to realise the value of this type of credit and to use it to what ever extent wise trading permitted.

"I realise fully," he said, "that the principles which I have advocated so strenuously for the last ten years are not wholly acceptable to some members of your trade and in some quarters they have been the subject of keen and even vicious criticism and attack. That does not perturb me unduly because I have an infinite and entirely logical belief in their essential rightness and truth."

"I am fortified in my belief when I think of the recent important changes in the constitution of my company, as the result of the interest which the Bank of England has taken in our affairs. It means that the principle of credit for distribution purposes and the method and system of administering that type of credit as exemplified by my company have been approved."

A Vital Service.

"Credit for distribution is a vital and essential part of our modern economic system. It is as old as commerce itself, but in its modern conception and application it is a new economic theory, a theory whose possibilities are still but dimly realised."

Basing his remarks on the most pronounced form of distribution credit—instalment selling by hire-purchase or sales by deferred payments—Mr. Jarvis claimed that the system has been tried and, correctly and wisely administered, has not been found wanting. In connection with the motor trade it had discovered its most important manifestation, as evidenced by the rapid growth of the industry in the United States. Last year it was stated that 6,500,000 motor vehicles were produced, of which 211,000 were manufactured in Great Britain and 5,500,000 in the United States. "The most amazing part of it is our amazing indifference to the lessons it teaches," commented Mr. Jarvis.

System Functioned Efficiently.

He then described how a certain type of commercial bank had come into existence in the United States to assist the motor-car industry. Tracing the history of the movement, he drew attention to the mistakes which had been made, and finally showed how the trade, in conjunction with these commercial banks, had overcome their difficulties and evolved a system which functioned efficiently and satisfactorily. This had led to mass production, efficiency and rationalisation in the industries concerned, and had assisted to establish America in the export market.

Mr. Jarvis then briefly discussed the inception of the movement in Britain and its effect on certain of our industries, particularly the motor vehicle and engineering trades. He demonstrated that this type of credit had definitely benefited not only manufacturers and merchants, but the users of the merchandise distributed, and emphasised that the comparative slowness of the movement in this country could be attributed partly to the conservatism of prospective buyers and of the manufacturers and merchants themselves.

MOTOR-CYCLING.

Where the Combination Scores.

I know that most women prefer even the smallest of small cars to a combination. They like to talk about "our car." But the combination has advantages to people of moderate means over any car. In the first place, its repairs and mechanical management are sufficiently simple to be done by the owner. Garage expenses are saved. Should there be a breakdown, you can always get it home by train. You can't do that with a car except at infinite trouble and expense. And it is far more easily stored.

The combination can stand in the "front hall." I have even seen it in the sacred "front room." You can't do that sort of thing with a car. The tax is less, the cost of running is less, tyre bills are lower and indeed every item of expense is on an appreciably lower scale. If you are careful in your choice of a sidecar you can give your passenger comfort as great as she will get in any small car, and greater than she will get in many, and have the sweet knowledge that you are not running up bills which are going to be a constant source of worry.—Exchange.

"JUNK" CARS. Evils of Part-Exchange Deals.

A new £1,000,000 company, whose sole purpose will be to buy up "junk" cars and destroy them, is likely to be formed by the motor trade.

The British motor industry is menaced by these cars used in part-exchange deals. Suppliers, when selling a new car, make an allowance on the buyer's old car—the allowance in most cases being on a generous scale.

Many buyers, however, have been taking advantage of this plan to part-exchange very old cars—second-hand "junk" for the most part.

The dealer has been forced, to keep up his sales, to take these cars and dispose of them as best he can. If he refuses to agree to the deal he knows that the order will go to a competitor.

Fictitious Value.

The result is that a great number of very old cars have a purely fictitious value. In many cases the machines are not in "going" condition, and but for the part-exchange plan, would have been put on the "scrap-heap" long ago.

A well-known manufacturer says that he has traced a practically worthless car which was used in five part-exchange deals in less than six months.

The seriousness of the position may be gathered when it is stated that some firms of motor agents have as much as £100,000 locked up in second-hand cars, most of which are useless and even dangerous to sell.

If they are sold for the very low figure they are worth, the agent in all probability gets them again, like a boomerang. In a part-exchange deal, and has to pay perhaps twice the sum they were sold for.

CYCLING.

What is the Age of Discretion?

Non-cycling friends are always surprised when I mention cases of men over seventy years of age still engaged in active cycling. When I tell them that two or three such took part in the hundred-miles-in-twelve hours' ride they are frankly sceptical. What will they say to the case of a Liverpool man who has cycled from that city to London, although he is eighty years of age? Still more, a mere chicken of 94 has challenged any person of his own age to a tricycle race! At the same time, while men who have passed the three-score-and-ten can cycle and enjoy it, feats such as these are hardly to be encouraged. Racing at 94 is too strenuous and 200 miles for men of eighty is asking a good deal from the constitution. Cycling over middle age must keep in mind that Nature exacts its toll. The charm of cycling is its gentleness. The strenuous type is for the young.—Sheffield Weekly Telegraph.

WHEN YOU MOTOR IN JAPAN.

"Rules of the road which visitors to Japan may understand have been prepared by the Tokyo Police Office. Their intention is most courteous and kindly, even if their English is not up to B.B.C. standards! These rules run:—

"1. At the rise of the hand policeman, stop rapidly.

"2. Do not pass him by or otherwise disrespect him.

"3. When a passenger of the foot hove in sight, the horn trumpet at him melodiously at first, but if he still obstacles your passage, tootle with vigor and express by word of mouth the warning, 'Hi, hi!'

"4. Beware the wandering horse that he shall not take fright as you pass him by. Go soothingly by. Do not explode the exhaust box at him.

"5. Give big space to the festive as you go by.

"6. That shall sport in the roadway.

"7. Go soothingly in the grease mud, as there lurks the skid demon."

DAZZLE TO BE PROHIBITED.

It is semi-officially announced that the Ministry of Transport will shortly make it compulsory for all cars to be fitted with an apparatus for dipping or swivelling headlights. It will mean a great expense to motorists, but it is the right thing. It is the only solution of a serious problem.

It is said that, in order to relieve motorists to some extent, the Ministry may buy up the patent of the most successful device, so that it can then be supplied cheaply to us all. It may not be necessary that the lamps themselves shall be movable. It will be enough if the beam can be deflected.

It is probable, also, that a maximum height from the ground will be fixed. Those big solus lamps, high up, affected by some breeze, are a real menace on the road.

The Ministry of Transport is consulting with the motorists' associations on the subject, and we may take it that, before another 12 months have passed, dazzling headlights will be declared illegal.

LUBRICATION.

Care of the Chassis Important.

A great deal has been done recently in the matter of simplifying the lubrication of those mechanical parts of the car which are generally grouped under the head of "chassis details." "One-shot" lubrication has come to the front and it certainly saves much time and a lot of grovelling under and about the car. It is very convenient for the woman driver and owner, who, naturally, wishes to be relieved as much as possible of the dirty greasy work about a car. But one-shot lubrication systems, like other subsidiary devices, require looking after. The user should see that the lubricant gets to all the places intended to be supplied.

In this connection it is well to point out that any system of chassis lubrication will become ineffective if neglected. The "one-shot" system should be operated a little at a time, but very often. This will prevent congealing of the lubricant. If neglected for any length of time, it may be found that all the terminal points of the system are not getting the lubricant. This will be a worse case than neglect of one or two greasers of the conventional system.

Some makers have almost entirely done away with the need for lubricating certain parts of the chassis. This will be a worse case than neglect of one or two greasers of the conventional system. They have applied the principle of designing so as to have no articulation parts. Thus quarter-elliptic springs can be fitted without any working pins or shackles, or joints whatever. Frictionless compressed rubber bushes can be used in other parts.

Flexible spring connections instead of jointed connections can be contrived, and eventually, no doubt, we shall arrive at the time when our lubricating duties will consist solely of fitting a lubricant chamber on the car and seeing that it is kept full.

It will be a great relief to the owner-driver and it will do away with that wear and tear and expense which inevitably falls to the lot of the motorist who neglects the lubrication of the various mechanical details of his car.

NEW MODELS.

The Improved Chevrolet Truck.

General Motors (Aust.) Pty., Ltd., have just introduced an improved cab on their range of Chevrolet trucks. The new cab, which brings to commercial transportation vehicles almost the comfort of a car, is wider and much more roomy and has wider doors. It has a full-cushioned back and a deeply sprung seat that will easily carry three adults. Complete all-weather protection is provided. There is ample head clearance and the cab is spacious and airy and designed in every way to promote comfort of truck driving. The standard job is fitted with half doors, although full doors are available at a slight additional cost. The job is built at the plant of General Motors (Aust.) Pty., Ltd., Cottesloe Beach, and is covered by General Motors' warranty for 12 months.

The 30cwt. Chevrolet truck is available in a wide range of body types which make it adaptable to practically every sphere of transport. The Chevrolet six-cylinder truck has become very popular since its introduction in Western Australia in April last, one of the reasons being the service and spare parts available at all General Motors dealers in every important district in the State.


AUTO BODY TEST.

Makes Spectacular Moving Picture

A spectacular talking movie of an engineering experiment in which a Dodge Brothers mono-piece body sedan is seen hurtling down a steep mountain-side has proved one of the biggest attractions at this year's automobile shows in many cities. An automobile is seen rolling over and over in a plunge down a jagged, precipitous slope.

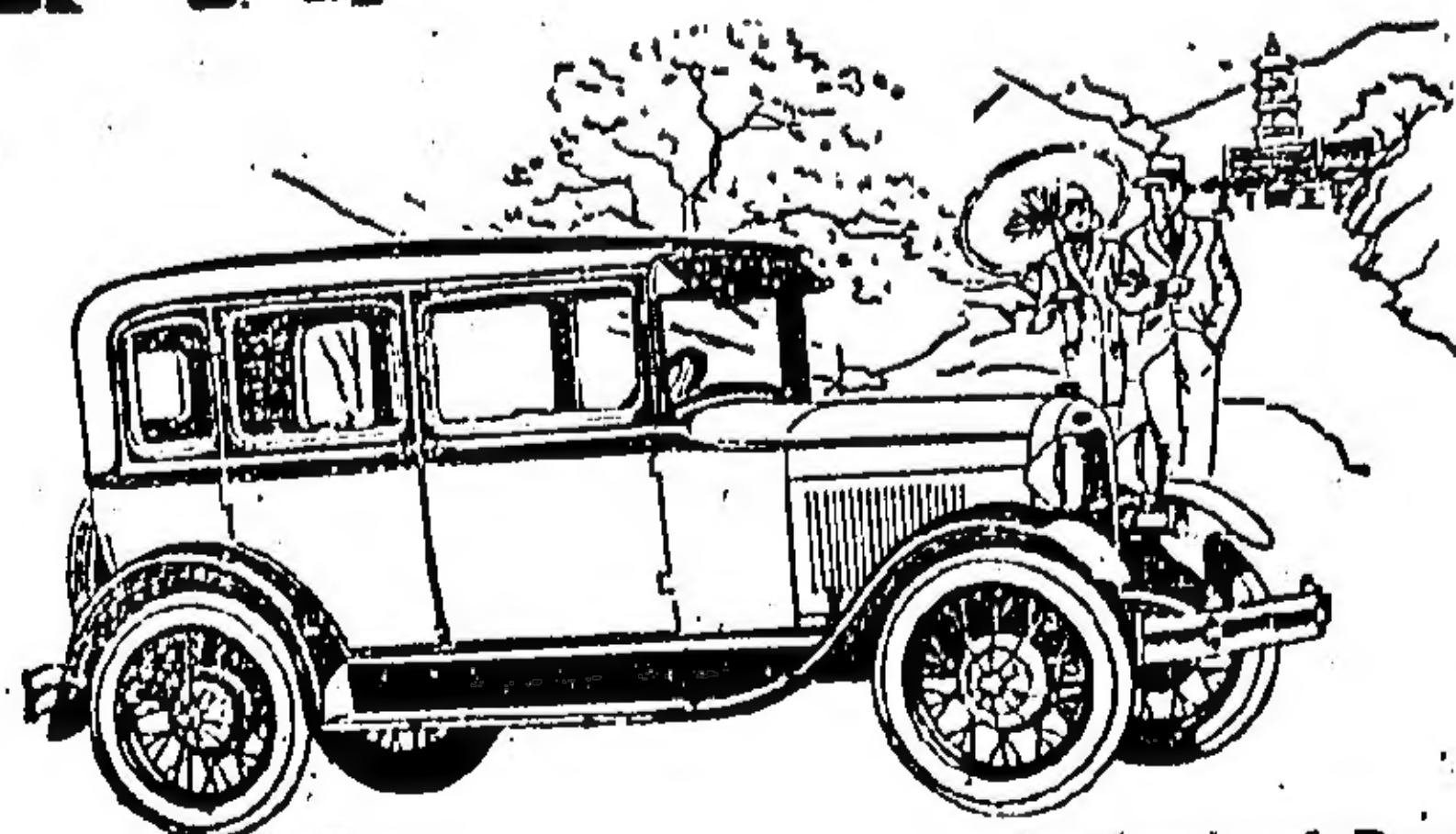
Planned originally to test the strength of mono-piece metal bodies, pioneered on Dodge Brothers automobiles, the experiment upon which this dramatic film was based proved equally effective in measuring the sturdiness of chassis, frame, wheels, in fact all parts of the car.

Three different times the car is seen "taking-off" from a special runway built on the mountain-side. Altogether it is turned completely over nine times on its way to the bottom of the hill. Twice its descent is checked by its own inherent balance. Crucial stages of the car's exciting adventure were "stopped" for engineering analysis by slow-motion close-ups.



PRIDE of POSSESSION

You will take a real pride in the smart style and fresh new beauty of the Ford just as you will find an evergrowing satisfaction in its alert, capable performance. From the new deep radiator to the tip of the curving rear fender, there is an unbroken sweep of line—a flowing grace of contour and harmony of colour heretofore thought possible only in an expensive automobile. Craftsmanship has been put into mass production.



1929 Passenger Car Registrations in U.S.A.

FORD 1,310,119
Car with next highest number 780,053

The biggest and most critical motor car market in the world appreciates the New Ford!

Figures from "Automotive Daily News," Feb. 20, 1930.

Authorized Dealer:

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FORD MOTOR COMPANY EXPORTS INC., SHANGHAI

Use Genuine Ford Parts only, purchased from Authorized Ford Dealers

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 BEAN.—Lane, Crawford, Ltd.
 BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
 CLYNO.—Lane, Crawford, Ltd.
 DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
 DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
 FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
 FORD.—Wallace Harper & Co., Ltd.
 HILLMAN.—Lane, Crawford, Ltd.
 HUMBER.—Lane, Crawford, Ltd.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 OAKLAND.—Lane, Crawford, Ltd.
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
 PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
 PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
 PONTIAC.—The Oriental Motor Car Co., 66, Queen's Road C. Tel. 20406.
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 VAUXHALL.—Lane, Crawford, Ltd.
 WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

BEAN.—Lane, Crawford, Ltd.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
 FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
 FORD TRUCK.—Wallace Harper & Co., Ltd.
 FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
 G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 SPA.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

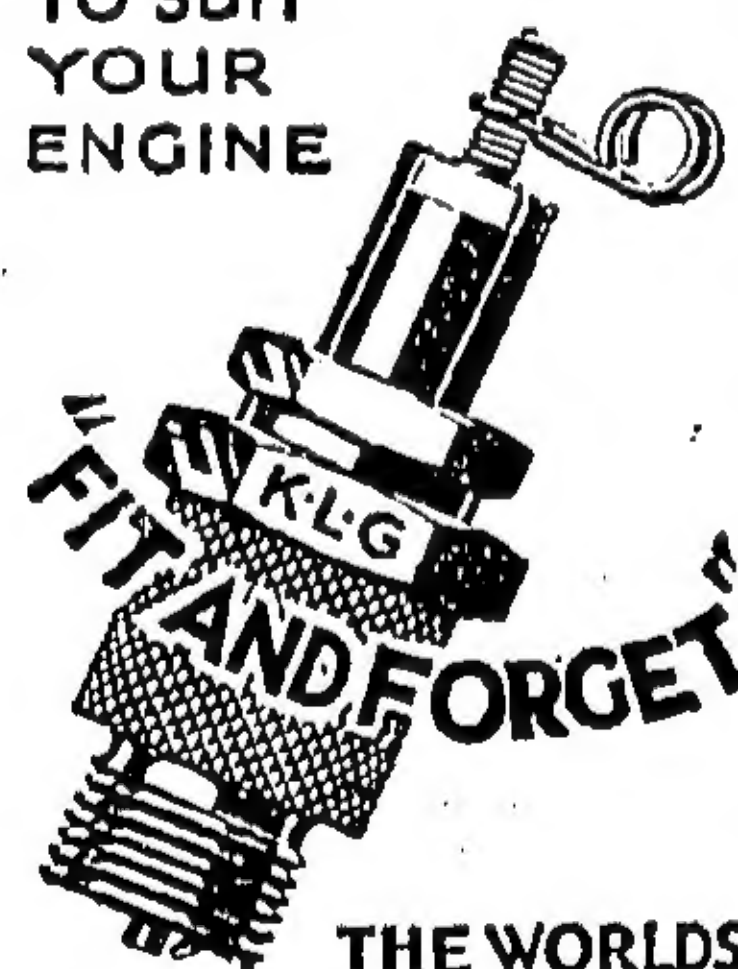
MOTOR CYCLES

B.S.A.—The Sincero Co., Ltd., Des Voeux Road. Tel. 27767.
 HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.
 HUMBER.—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
 ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
 FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
 FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
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 THERES A TYPE
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 BEST SPARKING
 PLUGS**

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 BURMA
 G. MCKENZIE & CO. (1919)
 LTD.
 RANGOON.

A VETERAN MOTOR-CYCLIST.

It was in March, 1909, that the Rev. F. W. Hassard-Short, of Bromley Common, Kent, first took up motor-cycling, and he is more enthusiastic than ever about it today. During the 27 years he has owned eight motor-cycles and professed a motor-cycle to a car. He finds it most useful in visiting neighbouring churches and for calls upon parishioners. As he lives nearly a mile from his church it is particularly useful on Sundays, with the four services a day. It saves time.

When Mr. Hassard-Short began motor-cycling the speed limit was 12 miles an hour, and there were no

MR. KAYE DON.

U.S. Hope That He Will Try Again.

The American Automobile Association announced the abandonment of "in the interest of safety and economy" of Mr. Kaye Don's attempt to establish a new world's speed record. They expressed their extreme regret that weather conditions had prevented a successful attempt and their hope that Mr. Don would return to try again in December.

I saw Mr. Don on his arrival in New York, and he confirmed the statement that he was returning to Britain in the Cunarder Aquitania. He said: "There are absolutely no differences between Mr. Contalen (the designer of the car) and myself. We are in complete agreement."

Mr. Contalen confirmed this statement, expressing the opinion that Mr. Don was a plucky and extraordinarily efficient driver. Mr. Don added:

I am naturally very disappointed. My treatment at Daytona could not have been kinder. Every possible assistance was given me, but the simple fact of the matter is that high speed runs can only be made on the beach immediately after a north-east gale. Such gales occur but rarely, except in January and February. Mr. Contalen and myself agreed with the decision of the A.A.A. The Silver Bullet will be shipped to Britain later in the month in the Cunard liner Berengaria.

such things as driving licences or number plates. He still keeps a machine he had in 1912, which he used largely during the early days of the war, when he was padre to the Kent Cyclist Battalion. On the tank in the Cyclist Battalion, the motto, *Ut Ventum Omnes*, which, broadly translated, means "Let 'em all come."

Tall and broad-shouldered, with twinkling blue eyes and snow-white hair, he is a standing example of the good health to be got from a pastime which only its patrons fully appreciate.

MORRIS TRUCKS.

Heavier Types Projected.

Among the passengers who passed through Fremantle from Home recently was Mr. R. S. Dyball, the Australian and New Zealand factory representative for Morris Commercial Cars, Birmingham. His special mission in Australia, he said in an interview, was to study conditions in Australia, with a view to improving the products of his company to make them more suitable, if improvements were necessary. He really thought that the latest R-type super-tonner, which had already been introduced to Australia, met the requirements of the country, and was behaving well.

British manufacturers were definitely awake to the possibilities of overseas markets, said Mr. Dyball, and were building vehicles specially for export. No longer were they making machines which suited British conditions and might be converted for Australian purposes. Manufacturers were becoming grouped in large amalgamations, such as Humber, Hillman, and Kommer, and Morris and Wolseley, and these combinations naturally had more strength than individual manufacturers. Still further amalgamations were projected but of these he could say nothing definite.

"Over 45 per cent. of the total output of Morris Commercial Cars is exported," continued Mr. Dyball. "The output is about 360 vehicles a week, a beginning in the right direction. The exports are spread over all the world, and not merely the large Dominions. The trucks are selling as well in Britain as imported vehicles, and I do not doubt that in six or seven years British trucks will be getting a fair share of the Australian market. That, of course, refers to the light vehicles. It is generally admitted now that British heavy vehicles are supreme. Morris will eventually produce heavier trucks. In fact some heavy trucks will be shown at the Commercial Vehicle Show in London this year, but these will not be available for export until they have been well tried out in Europe within reasonable reach of the factory."

Car Official Interviewed.

Mr. N. C. Seeman, factory representative in Australia for Morris Motors, Ltd., passed through Perth on his return from Britain and the United States. Mr. Seeman, who had been in Australia for three years, visited the Morris works in Britain, and, in the course of an interview, stated that he had been greatly impressed with the development of the plant during his absence.

Mr. Seeman stated that Sir William Morris was determined to provide a car to suit all conditions and all purposes in Australia, and that his success was evidenced by the wide range of commercial and passenger vehicles that he was producing. The latest addition to the range was the Isis Six, which was tremendously popular in Britain, and which was regarded by British critics as something revolutionary in British car building.

"Small cars," said Mr. Seeman, "are essentially British, and it is a triumph for British engineers that foreign countries are now commencing to build them. I can never understand why business men, who only use cars to travel to and from work buy big, expensive machines when a small one is quite as efficient, only costs triflingly to run, and is much easier to park."

Mr. Seeman spoke with satisfaction of the recent advances made in the British motor industry, stating that British manufacturers were now practically in a position to cope with the strongest opposition.

CHALLENGE TO THE GERMANS.

Several British manufacturers are making plans to attack the speed record now held by Germany. As we have got it for cars, so we must have it for motor-cycles. Captain Baldwin is named as having an eye on the record, and as one of our best men, given the machine, we may look for something sensational.

Two other makers are said to be busy with special machines, for, of course, it must be a special mount to tackle the high speeds that have now been reached, and we shall not be surprised if we are holding both car and motor-cycle speed records before many moons have waned.

Super-charging will be a feature, indeed, it must be, and within a month or two we may see the British motor-cycle attacking a record that we believe can be got by us.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 5A, Wyndham Street or Phone 24041.

TEXACO DRY GAS.

West Australian Expansion.

On account of the increasing popularity of the new Texaco "Dry Gas" recently made possible by the Texas Company's commercial achievement and manufacture, the company is now expanding its facilities to the country sections, according to Mr. E. A. Beverly managing director.

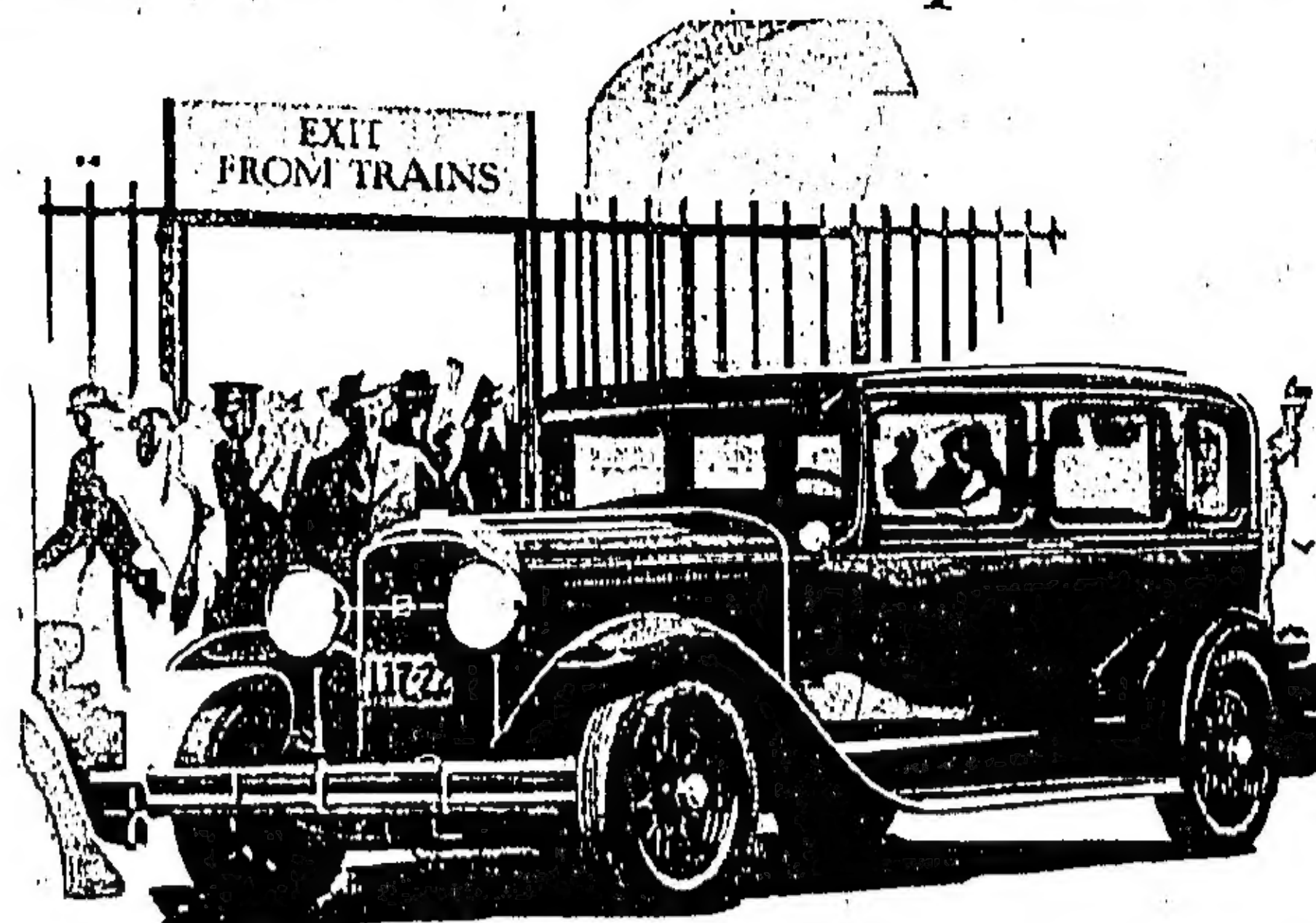
After years of experimental and research work the Texas Company, has devised new methods of manufacturing motor spirit whereby a powerful, volatile spirit that will completely vaporise when passing through a normal carburettor has been attained, and large refining plants have been recently constructed for the manufacture of this product, on a large commercial basis. It has been known by automotive engineers and research chemists that if it was practicable to make a motor spirit that would form a dry gas, better power and better mileage could be developed, because, a spirit that burns completely gives more power per gallon than a spirit that does not form a perfect gas mixture with air, and consequently gives incomplete combustion.

During the last few months overseas receiving bulk terminals have been completed and opened in Fremantle, Adelaide, Melbourne, Sydney, Newcastle and Brisbane, and in the short period of three months Texaco dry gas has become extremely popular and on account of the considerable demand for this product in the suburban and country sections a large number of country bulk depots are being constructed.

Most modern motor car engines have high compression engines and in order that a high compression motor may operate most efficiently it is necessary to use a motor spirit that will give a perfect mixture of gas and air in the cylinders, as incomplete combustion not only lowers the functioning of the engine but produces carbon deposits which cause knocking and serious pre-ignition.

The Texas Company is a unique organisation in that it is controlled by its employees, and the majority of employees in this State, as well as in all the States of the Commonwealth, are shareholders in this enterprise, and consequently are vitally interested in the future of their company and in the standard of service being maintained.

QUALITY so fine that half the world doesn't realize that Buick is priced so low!



It is an impressive fact that men and women are buying from two to five times as many new Buicks as any other car priced above \$1200.

Moreover, during August and September, Buick monopolized its market to such a degree that it won 41% of the total sales of the 15 makes of cars in its price class.

And yet this marked preference for Buick would be still greater if all motorists realized that they can buy six of the fourteen luxurious Buick body types for less than \$1300, f.o.b. factory.

These are Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer rear springs with Lovejoy Duodraulic Shock Absorbers.

The new Buick, with these features, will introduce you to new and unequalled performance, driving ease, riding comfort and reliability on any day you put it to the test. And yet these six Buick models are offered at the price of cars which motorists never think of comparing with Buick!

Visit our showroom. Bring your present car. Learn how easily you can obtain one of these new Buicks. All are available on the extremely liberal General Motors time payment plan.

In addition to these lower priced models, Buick offers eight other distinguished body types, representing the ultimate in luxury, and priced from \$1465 to \$1995, f.o.b. factory.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
 Division of General Motors Corporation
 Canadian Factories: McLaughlin-Buick, Oshawa, Ontario
 Builders of Buick and Marquette Motor Cars

The New
BUICK

114" W.B. Marquette Models .H.K.\$3,900 to H.K.\$4,250
 118" W.B. Buick Models .H.K.\$4,750 to H.K.\$5,130
 124" W.B. Buick Models .H.K.\$5,930 to H.K.\$6,015
 132" W.B. Buick Models .H.K.\$5,635 to H.K.\$7,640

THE DRAGON MOTOR CAR CO., LTD

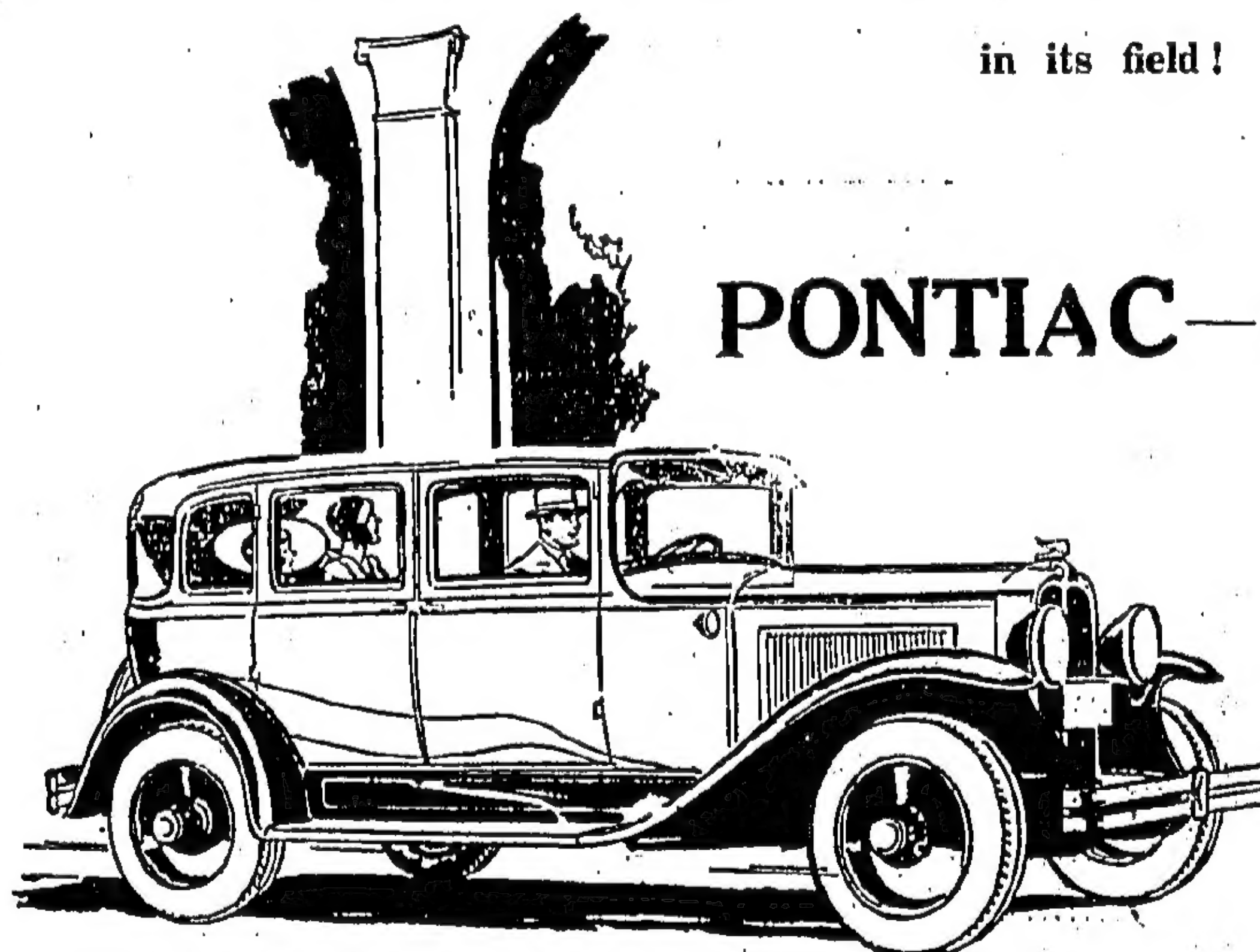
Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

THE GREATEST PERFORMER

in its field!

PONTIAC—Big—6



IN SPEED—Top speed higher than that of any other low-priced six, as proved by the "fifth wheel"—most accurate of all automobile speed measuring devices.

IN POWER—Sixty brake horsepower developed at 3,000 r.p.m.—greater power than in any other low-priced six—and produced at the moderate engine speed which increases reliability and long life.

IN ACCELERATION—"Fifth wheel" tests likewise prove Pontiac's acceleration to be faster than that of any other six in its price field.

IN BRAKING—Non-squeak, internal, dirt-and-weather-proof, four-wheel brakes—largest in brake band area and

most efficient to be found on any of comparable price.

IN RELIABILITY—Reliability superior to that of any six of equally low price, due to such advanced features as the aircraft type bronze-backed main bearings, adjustable pressure feed lubricating system, crankcase ventilation to keep water out of motor oil, and positive pump fuel feed.

IN ECONOMY—Operating cost even lower than that of previous models. A large corporation operating 996 cars of 33 different makes found Pontiac's operating cost in 1928 to be one cent per mile less than that of any other low-priced six.

THE ORIENTAL MOTOR CAR CO.

353-7, Hennessy Road.

(New Reclamation)

Tel. 20406.

Ask us to tell you
PONTIAC'S LONG LIFE STORY

HONG KONG 5 DIRECTORY
NOW ON SALE AT:
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG FERRY WHARF STORE.
LOWER PEAK TRAM STATION STORE.
EXCELSIOR BOOK STORE, D'Aguilar St.
LEE YEE, D'Aguilar St.

Hongkong Sunday Herald.

八十月五年十三百九千一英 HONG KONG, SUNDAY, MAY 18, 1930. 十二月五年午庚 國民華中

"OVERLAND CHINA MAIL"
SEND IT HOME!
THE WEEK'S NEWS
ILLUSTRATED.
25 cts. 25 cts.

LAST RACE RUN IN DARKNESS.

(Continued from Page 4.)

Thracian mounted his rider, Mr. Charles, and caused a diversion by careering round the course on its own. Eventually it was "shoo'd" back to the stable, and remounted, and the race got under way. Thracian and Thunderbolt showed the way past the stands, but the errant one dropped back early on. Thunderbolt kept the lead throughout, although Monk made a futile challenge in the straight. Mr. Bulteel, on Pacey, made a big effort on the inside, but could not get on through. Duke of Normandy II flattered for a moment in the run-in, only to deceive. Mr. Harriman judged his month's capabilities nicely here, and always seemed to have a little in hand, even when hard pressed by Monk. The winner paid \$19.70, and the public weighed up form very well.

8.—Lead Mine Handicap: "A" Class. One and a Quarter Miles.—For China Ponies. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$200. 3rd Prize: \$100.

Dynasty's Nationalist II 149 lbs. (Mr. Bulteel) 1
Belth & Heard's Christmas Chimes 153 lbs. (Mr. Heard) 2
Yam Man's Carnival Eve 166 lbs. (Mr. G. U. da Rosa) 3
Mackie & Grayburn's Pickle 143 lbs. (Mr. Harriman) 4
Mrs. W. T. Southern's African Eve 149 lbs. (Mr. Reidy) 0
Won by a neck; four lengths. Time: 2 mins. 34 secs.

Parimutuel, winner \$28.20; places, 1st \$13.40; 2nd \$9.20.

Winner Places.
Carnival Eve 1,079 1,256
Christmas Chimes 839 787
Nationalist II 422 395
Pickle 259 297
African Eve 53 68

Nationalist II came out early for a pipe-opener, whilst the public were undecided where to plunge, being very even, with African Eve less fancied than the others. As was generally anticipated, the lightly-weighted Pickle went out in front, and passing the stands was followed by Carnival Eve, who did not seem to be moving quite in his usual style. Christmas Chimes lay handy at the 3 1/2 mile post, where Pickle began to peek a little, and Nationalist II began to drive to the front. Carnival Eve was done with after the Rock, and the issue lay between Nationalist and Christmas Chimes, the former winning a great race by a neck. Pickle was run out, and Carnival Eve, who carried all the last minute money, was only a poor third. Nationalist II paid \$28.20, and showed much improved form.

9.—Customs Handicap: "B" Class. Once Round (About 7 Furlongs, 55 Yards).—For China Ponies. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Yue's Shanghai Beau 152 lbs. (Mr. Prouk) 1
Widdcombe's Pelter 158 lbs. (Mr. Bulteel) 2
Bellamy & Gordon's Snaffle 158 lbs. (Mr. Backhouse) 3
D. A. Cave's Movannagher 155 lbs. (Mr. Cave) 4
Briah's As You Like It 155 lbs. (Mr. S. Y. Liang) 0

E. Worrall's Bright Prospect 157 lbs. (Mr. Worrall) 0
Roda's Delaware Bay 145 lbs. (Y. T. Fung) 0
Lau & Lee's Duke of Milan 169 lbs. (Mr. Newbinger) 0
A. Reinshagen's Fanning Stag 158 lbs. (Mr. MacCartney) 0
John Peel's Greyback 155 lbs. (Mr. Heard) 0

O. Kitchell's Huachaf 147 lbs. (Mr. Kitchell) 0
Parkson Chan's Iron Blood 162 lbs. (Mr. Front) 0
Capt. I. M. Stewart's Kirribilli 155 lbs. (Mr. Stewart) 0
D. Wilson's Mongolian Stag 156 lbs. (Mr. Charles) 0
K. C. Lau's Mount Elburz 165 lbs. (Mr. H. C. Lee) 0
L. Reidy's Mowgli 155 lbs. (Mr. Reidy) 0

Yue & Lo's Pumpkin 150 lbs. (Mr. G. U. da Rosa) 0
H. S. Chan's Sonny Boy 159 lbs. (Mr. Harriman) 0
Bramwell's Suer 158 lbs. (Mr. Bramwell) 0
Wayfoong's The Jamaica 160 lbs. (Mr. Stanton) 0
Won by 3 lengths; one length. Time: 1 min. 57.4/5 secs.

Parimutuel, winner \$24.30; places, 1st \$44.20; 2nd \$23.99; 3rd \$44.00.

Winner Places.
Sonny Boy 539 746
Mongolian Stag 421 598
Iron Blood 150 193
Peter Guernsey 124 193
Shanghai Beau 91 93
Pumpkin 90 155
As You Like It 81 109
Snaffle 80 92
The Jamaica 64 103
Duke of Milan 61 133
Greyback 61 87
Mowgli 58 100
Kirribilli 24 49
Delaware Bay 20 22
Movannagher 19 69
Suer 9 31
Bright Prospect 6 23
Fanning Stag 5 13
Mount Elburz 5 27
Huachaf 3 7

There was another long delay at the post in this race, but eventually the big field got away. There was an ugly mix-up on the outside, as a result of which Mr. H. C. Lee, on Mount Elburz, came off heavily, and was badly shaken. He was carried into the jockeys' room. As to the race, Shanghai Beau always looked a winner, and came home comfortably ahead of Peter Guernsey, with Snaffle repeating history in third place. "Dividends were 'thumpers'" and easily the best of the day, the winner paying \$94.30, amidst great enthusiasm. Mr. Prouk rode very finely, and well deserved his win.

10.—Customs Handicap: "E" Class. Once Round (About 7 Furlongs, 55 Yards).—For China Ponies. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

K. H. Kay's Osiris 153 lbs. (Mr. Heard) 1
Li & Kitchell's Baby Face 145 lbs. (Mr. Backhouse) 2
Ho Kom Tong's Chess Hall 152 lbs. (Mr. Frost) 3
J. J. Baste's King Throatle 141 lbs. (Mr. Harriman) 4
Mickels's Blotto 148 lbs. (Mr. Sherman) 0

L. Reidy's Bon Ami 149 lbs. (Mr. Reidy) 0
R. Vallarino's Catalan 140 lbs. (Mr. Y. T. Fung) 0
Roda's Ching Hol 166 lbs. (Mr. G. U. da Rosa) 0
Ip Kui Ying's Jade 141 lbs. (Mr. Bramwell) 0
Own's Lonesome Night 162 lbs. (Mr. Prouk) 0

D. A. Cave's May 148 lbs. (Mr. Fischer) 0
Wong & Tang's Mountain Oak 140 lbs. (Mr. Ip Kui Ying) 0
J. J. Baste's Siamese Shop 140 lbs. (Mr. A. W. da Rosa) 0
Rafeek & Rumjahn's Silver Dragon 160 lbs. (Mr. Charles) 0

W. T. Stanton's Sixty 155 lbs. (Mr. Stanton) 0
D. A. Cave's The Parmigan 166 lbs. (Mr. Cave) 0
Mickels's Tighto 168 lbs. (Mr. Worrall) 0
Won by 2 lengths; 4 lengths. Time: not given.

Parimutuel, winner \$11.10; places, 1st \$7.50; 2nd \$32.70; 3rd \$9.30.

Winner Places.
Osiris 787 654
Chess Hall 239 339
Lonesome Night 217 413
King Throatle 216 296
Blotto 177 17
Ching Hol 148 184
Bon Ami 31 61
Baby Face 27 40
Silver Dragon 22 66
Sixty 21 97
Mountain Oak 18 41
The Parmigan 14 21
Siamese Shop 10 16
Jude 8 12
May 7 19
Catalan 2 5
Tighto 2 5

Mr. Cave was unseated in a weird mix-up at the starting flag, and the huge field was sent off in darkness. Osiris was the first to appear again, followed by Baby Face—at least so one learned. The public stands will no doubt be pleased to hear what happened—nobody seemed to be quite sure.

The officials for the meeting were:—
Patron: H.E. Sir William Peel, K.B.E., C.M.G.
Honorary Stewards: H.E. Vice-Admiral Sir A. K. Wastell, K.C.B., J.E. Major-General James Walter Sandilands, C.B., C.M.G., D.S.O., Rear-Admiral R. A. B. Hill, C.B.E.
Stewards: Mr. C. Gordon Mackie (Chairman), Mr. R. M. Dyer, Mr. V. M. Grayburn, Hon. Mr. J. J. Paterson, Mr. T. E. Poore, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.
In charge of the Scales: Mr. R. M. Dyer, Mr. J. J. Paterson.
Clerk of the Course: Mr. T. E. Poore.
(Continued at foot of next column.)

RARE FLOWERS.

Chinese Charged with Picking Ixora Chinensis.

DIFFICULT TO GROW.

A pretty bunch of Ixora Chinensis, a very rare and specially grown plant on the hills of the Colony and the mainland, was exhibited in the Kowloon Magistracy yesterday, before Mr. Whyte-Smith when a Chinese man and a boy were jointly charged with its unlawful possession at Prince Edward Road.

Defendants pleaded guilty and said that they had taken the plant from the Government hillside at Kowloon City.

Mr. J. J. Hirst, Assistant Supervisor of the Botanical and Forestry Department, prosecuting, told his Worship that Ixora chinensis was one of the specially protected flowers grown in Hong Kong. The flowers at present were blooming in profusion, since the Forestry Department took good care of their growth.

At one time these Ixora chinensis flowers had practically vanished, rectified by the Government enforcement from the Colony, but this was a special ordinance.

His Worship pointed out that he would send the boy to the doctor to obtain his correct age, and to see whether he was fit for a caning or not.

Regarding the man his Worship imposed a fine of \$25 or three weeks' jail.

WEDDING.

Ceremony in St. Andrew's Church.

CHUNG-LIM

The wedding took place at St. Andrew's Church, Kowloon, yesterday afternoon (the Rev. W. W. Rogers officiating), of Miss Helen Lim, eldest daughter of Mr. and Mrs. J. A. Lim, of Kowloon, and Mr. George Y. C. Chung, eldest son of Mr. and Mrs. Chung Pak-kun, of Tientsin.

The bride, who was given away by her father, was dressed in a pretty creation of white lace and georgette, with embroidered veil surmounted by a coronet of orange blossom, and carried a sheaf of Armillaries.

She was attended by three bridesmaids, the Misses Florence Lim, Julia Lim, and Rose Lee; two flower girls; the Misses June Lim and Gloria Woo; and two pages, Masters A. and J. Lim. The bridesmaids and flower girls all wore dresses of white georgette and tulle, whilst the former carried bouquets of white gladioli and the latter baskets of white carnations. The pages wore costumes of white satin.

Mrs. J. A. Lim, the bride's mother, wore the picturesque Chinese ceremonial costume.

The duties of best man were carried out by Mr. Mok Hing-fai, and those of groomsmen by Mr. Ah Lee Heng.

After the ceremony a reception was held at the South China Restaurant when the usual toasts were honoured by a large gathering of friends.

Judges: Mr. P. M. Hodgson. Starter: Major F. R. Roche Kelly. Second Starter: Mr. S. A. Sleep. In charge of Paddock: Mr. H. B. L. Dowling. Handicapper: Mr. C. M. S. Alves. Timekeeper: Mr. A. E. S. Alves. Honorary Surgeon: Dr. J. C. Macgowan. Honorary Veterinary Surgeons: Major F. R. Roche Kelly, Mr. L. Reidy. Official Measurer: Mr. D. L. McWhirter, B.Sc., M.R.C.V.S. Secretary: Mr. C. B. Brown. Treasurer: Messrs. Linstead & Davis.

Band Music.
The Band of the 2nd Battalion The Argyll and Sutherland Highlanders, by kind permission of Lt. Col. R. G. Macdonald, M.C., played the following programme of music:—
March: "Spirit of Pageantry." Fletcher.
Overture: "Martha"—Plotow.
Selection: "Mercenary Mary"—Godfrey.
Characteristic: "Two Hungarian Dances"—Brahms.
Musical Revue: "Lady Be Good"—Gershwin.
March: "Wee Macgregor" (Scottish Patrol)—Amey and "The Doll's House" (Descriptive)—Andrew.
Excerpt from "The Snow Boat"—Kern.
Melodrama: "Un Peu D'Amour"—Sileau.
Finale from "Merchant of Venice"—Sullivan.
Tentative March: "The Garb of Old Gaul."
God Save the King.
Conductor: Mr. C. B. Heat, A.R.C.M.

END TO A GOOD LIFE.

Peaceful Passing of Rev. Sister Carolina Alvarez.

LOVED BY ORPHANS.

The death has occurred, in her 65th year, of Sister Carolina Alvarez, of the Italian Convent. She passed peacefully away at 10 o'clock yesterday morning, following an operation, at the St. Raphael Hospital, Macao.

The Sister, who had been ailing for the past nine months, was a member of a well-known Portuguese family of Macao, where she was born.

Sister Carolina had been a nun for nearly 40 years, and her life's work had been the care of the orphans of her Institution in Hong Kong. She lived her laborious life in the midst of her charges, for she loved little ones and was most patient and solicitous for their well-being.

The remains of Sister Carolina will be buried by her family in Macao to where, at her own request, she was transferred some time ago when it was seen that her condition was becoming critical.

Things That Matter.

To-day's Diary

Fourth Sunday after Easter. Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.
Tea Dance, Repulse Bay Hotel, 4.30 p.m.
Golf—Bojey Pool, Fanling; Summer Cup, Kowloon.
Queen's Theatre—"So This Is College."
Star Theatre—"His Lucky Day."
World Theatre—"Bringing Up Father."
Majestic Theatre—"Manhattan Cocktail."
Tides—High, 11.39 a.m.; Low, 8.43 p.m.
Lighting-up Time—6.57 p.m.
Home Mall.
Outward—To-morrow, via Siberia (President Jackson). Inward—To-day, papers only (Havelland).
The Weather.
The forecast for to-day as issued by the Royal Observatory yesterday evening is: East wind, moderate, fair.
The Dollar.
Yesterday's closing rate for the dollar on demand was 1/5 %.

WILL U.S. GO "WET"?

Trend of Public Opinion in United States.

MORROW'S HISTORIC SPEECH

New York, Yesterday. Mr. Dwight Morrow, opening his campaign for a seat in the Senate, started the political world by his advocacy of the repeal of the eighteenth (Prohibition) Amendment. He declared that the Federal Government had been turned into a local reform. He advocated that freedom should be restored to individual States, who should determine their own form of liquor control, with Federal protection of "dry" States against invasion from wet States. The Herald Tribune declares that his speech effectively crystallizes American sentiment and marks an epoch in the progress of thought on Prohibition. The New York Times states that his direct and forceful utterance may come to rank historically with what Lincoln said about slavery—Reuter's American Service.

HOW THEY COME.

Russians Charged with Being Stowaways.

Two young Russians, named Alexander Pelevoy and Eugén Novikoff, respectively, appeared before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning on a charge of being stowaways on the s.s. President Adams from Shanghai to Hong Kong on May 17. Both were remanded for 48 hours, on bail of \$50 each. Det-Serg. Kellet is in charge of the case.

FIERCE ATTACK ON YUCHENG.

REBELS REPRISAL FOR ATTACK ON KWEITHEH.

NANKING'S ACTION.

(From Our Own Correspondent.)

Shanghai, Yesterday. The fortunes of the Northern War in the Lunghai Railway zone have swung back and forth, although the Nanking forces scored a definite victory at the opening of the war.

The Nanking vanguard occupied the railway station of Kweitcheh after heavy fighting yesterday morning and are besieging the walled city, the complete fall of which is momentarily expected.

However, an Allied force (anti-Nanking) under General Sun Tien-ying is launching a fierce attack on Yucheng, a city about 40 miles to the north east of Kweitcheh, the condition of which is very critical.

The fall of this city to the anti-Nanking side would threaten Tangshan and Haichow. With this in view the Nanking military authorities are despatching as many troops as available to the front.

Relief of Kweitcheh. Meanwhile, on the other side, a considerable number of Shanai and Kuomintang reinforcements are arriving at the Lunghai Railway front to assist in relieving Kweitcheh from being besieged by the Nanking troops.

The military situation in the Ping-Han Railway zone (Hunan section) is developing rapidly. The arrival at Chengchow (in central Hunan) of the ex-Marshall Sun Chuen-feng from Talyuanfu has an important bearing on the situation in this direction. For he is exerting every effort to buy over his ex-subordinates, (i.e., Wang Chin-yao and others who are taking up position in southern Hunan up to Yencheng) from the Nanking side.

A Kuomintang force under General Lu Chung-lin is being engaged with the loyal Nanking troops under Chiang Tien-wen at Chow-chia-kou in Eastern Hunan, both sides suffering heavily.

The Northern War. Shanghai, May 15. Marshal Chiang Kai-shek gave instructions on May 14 to all National troops to converge at Chengchow within a week.

With the fall of Kweitcheh and Pochow, the 3rd National Army Corps are now advancing further north along the Ping-Han line, in order to make a joint attack of Kaitong and Chengchow with the National troops on the Lung-Hai line.

The National forces, having Kweitcheh, are now attacking Liubo. Severe engagements between the main bodies of both sides have been reported.

General Liu Chih, C.I.C. of the 2nd Army Corp, wired Nanking on May 14, stating that the National troops made rapid progress in the last five days on the Lung-Hai line. Over 10,000 troops were captured and 5,000 rifles, six field artillery and 20 machine guns were taken. The prisoners will be conducted under escort to Nanking on May 15 for the disposal of the Central Government.

The Shantung Situation. Tsinan, May 15. General Han Fu-chu left Tsinan on May 14 for Yucheng, where he will take up the command of the 1st Army Corps to attack Tschow.

General Chen Tiao-yuan also left on the same day for Taining. General Chang Hauch-lung, who was recently appointed the Vice-Generalissimo according to a resolution passed by the Central Political Council, has come to an understanding with Marshal Chiang, that he (Chang) will despatch troops to capture Peking and Tientsin as soon as the National troops have taken Chengchow.

Fall Of Kweitcheh.

Canton, Friday.

The Cantonese 50th and 62nd Divisions under Generals Yu Hon-mou and Heung Hon-ping captured Kweitcheh at 10 a.m. on May 15, according to a report received from General Chan Chai-long, C.I.C. of the 8th Route Army.

The general attack was commenced on May 14. The Cantonese Divisions made two attempts during the day to cross the river, but were unsuccessful repulsed by the Kwangtung forces. However, a third attempt was made at mid-night when the punitive forces succeeded to reach the opposite bank. Aided by the Cantonese gun-boats and

MERCHANT SHIPS.

Survey of Steam Boilers.

AMENDED ORDINANCE.

The following regulations were made by the Governor in Council under section 39 (8) of the Merchant Shipping Ordinance, 1899, Ordinance No. 10 of 1899, on May 10.

Table U in the Schedule to the Merchant Shipping Ordinance, 1899, is further amended by the rescission of regulations 15 and 16, and the substitution of the following regulations therefor respectively:—

Before obtaining a licence, the owner of any vessel which is fitted or equipped with any steam-boiler, whether for propulsion, pumping, working cargo, or any other use or purpose, shall cause the boiler to be surveyed by the Government Marine Surveyor, and shall obtain his certificate that the same is fit for the service intended, and shall produce the certificate to the Harbour Master.

The licence of a vessel shall be liable to be cancelled or suspended at any time by the Harbour Master on the report of the Government Marine Surveyor that, in his opinion, any steam-boiler with which the vessel is fitted or equipped is not fit for service.

MOTOR ACCIDENT.

Lorry Pitched into an Abyss.

FIVE PERSONS INJURED.

Another disastrous motor accident on the Castle Peak Road has to be reported, and unless something is done to the various bends there, motor accidents will become a daily occurrence.

On Friday at about 3.30 p.m., a motor lorry, belonging to the Yeung Fat Company, was coming down the road, and when passing the 10-Mile stone, a motor bus shot into sight. The lorry had to swerve in order to avoid a collision, but, in doing so, the driver had to take the risk of pitching headlong into the abyss, which he did. The fall was a matter of 50 feet, and the occupants, the driver and four coolies, were all imprisoned under the fallen vehicle.

They suffered serious injuries and had to be taken to the Kowloon Hospital for treatment.

BUILDING BOOM.

Shanghai, Last Night.

During the week building contracts totalling over 5,000,000 taels greater part by E. D. Sassoon, the were placed in Shanghai, the structures include an hotel and apartment flats.—Reuter.

SHIPS TO BE SEARCHED.

With a view to stopping the importation of war material for the Northern Military forces, the Nationalist Government intend to examine all ships passing Tientsin.

—British Naval Wireless.

planes, which bombarded the city during the greater part of the night, the infantry were able to advance from different points, so that the insurgents were compelled to evacuate the city in the early hours of May 15.

Part of the rebels are understood to have retreated to Poyang, pursued by General Di Wang-king of the 63rd Division, while the greater part fled to Wuhsan and Hsianghsien, about 50 miles to the north-west of Kweitcheh, with the entire forces of the 6th Route Army hotly on their heels. In order to prevent those retreating to Wuhsan from joining the insurgents at Pinglo, General Chiang Kwong-nel and Tsao Ting-kai have been instructed to proceed, via another direction, to Mengshan, about 30 miles from Pinglo, to intercept them.

Ever since the despatch of the 6th and 8th Route Armies to the Upper West River for the extermination of the Ironclads and Kwangtung forces, Wuhsan has been left isolated. However, General Chan Chai-long has transferred the following troops to Wuhsan for garrisoning purposes: the independent regiment under Tseng Yu-yen; the training regiment under Yua Ying-ih and the newly organized regiment under Chu Wal-chun, numbering over 5,000 strong.—Canton News Agency.

SHADOW OF MUTINY.

Court of Enquiry Held in India.

GARHWAL RIFLES.

Two Platoons to be Dealt With by Military Authorities.

Simla, Yesterday.

The Court of Enquiry has revealed that the misbehaviour in the Garhwal Rifle, reported on April 28, was confined to two platoons who will be dealt with by the normal procedure of military law. The remainder of the Battalion always behaved exemplarily and have received orders to resume their normal duties.—Reuter.

[A communique issued by the Government of India and circulated at the India Office stated that in view of the possibility of exaggerated and misleading rumours, the Government of India thinks it advisable to make it known that during the recent disturbances in Peshawar City, when troops had to be employed, the conduct of a small element, namely, two platoons of the 2nd and 18th Royal Garhwal Rifles, was found to be unsatisfactory. The battalion was sent to Abbottabad, where the enquiry was held. There is a fine fighting tradition behind the Garhwal Rifles. They were recruited at Garhwal and did well in the Great War. They served in France and Mesopotamia, and gained two Victoria Crosses. It is noteworthy that as high caste Hindus they have a religious bond with Gandhi.]

FLAPPER'S FLIGHT.

Miss Amy Johnson Over the Malay Peninsula.

EXPECTED IN SINGAPORE.

Singapore, Yesterday. Miss Amy Johnson has arrived at Singapore on the east coast of Malaya. She will proceed here to-morrow.—Reuter.

[Singapore is a town on the East coast of the Siamese portion of the Malay Peninsula, in about 70 degrees North of the point where a large lake communicates with the sea. It adjoins Kedah.]

MASKEE IN LUCK'S WAY.

Included in the stores of the junk Maskee is a case of Ovaltine, presented to these intrepid adventurers by Messrs. Refs, Massey & Co., and which will undoubtedly play a large part in maintaining the health of the crew and accomplishment of their daring attempt to circumnavigate the world.

Wherever vitality and endurance have been vital to success, Ovaltine has always been selected, because of the highly concentrated nourishment this delicious food beverage supplies, and which can always be relied upon for creating abundant strength, to fortify the body and so prevent fatigue.

If you have not already tried Ovaltine, you should do so without delay.

DIFFICULT TO DECIDE.

In imposing a fine of \$10 with the alternative of 14 days' hard the unlawful possession of 3 lb. of labour on a Chinese quarryman for gunpowder without a licence, at the Kowloon Magistracy yesterday, Mr. Whyte-Smith intimated that it was one of those cases in which it was difficult to decide the penalty.

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